February 13th — 19th, 1986 — #6 75¢

THE Fisherman

LONG ISLAND, METROPOLITAN NEW YORK EDITION

Long Island Boat Show

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Senate Hearing ...date

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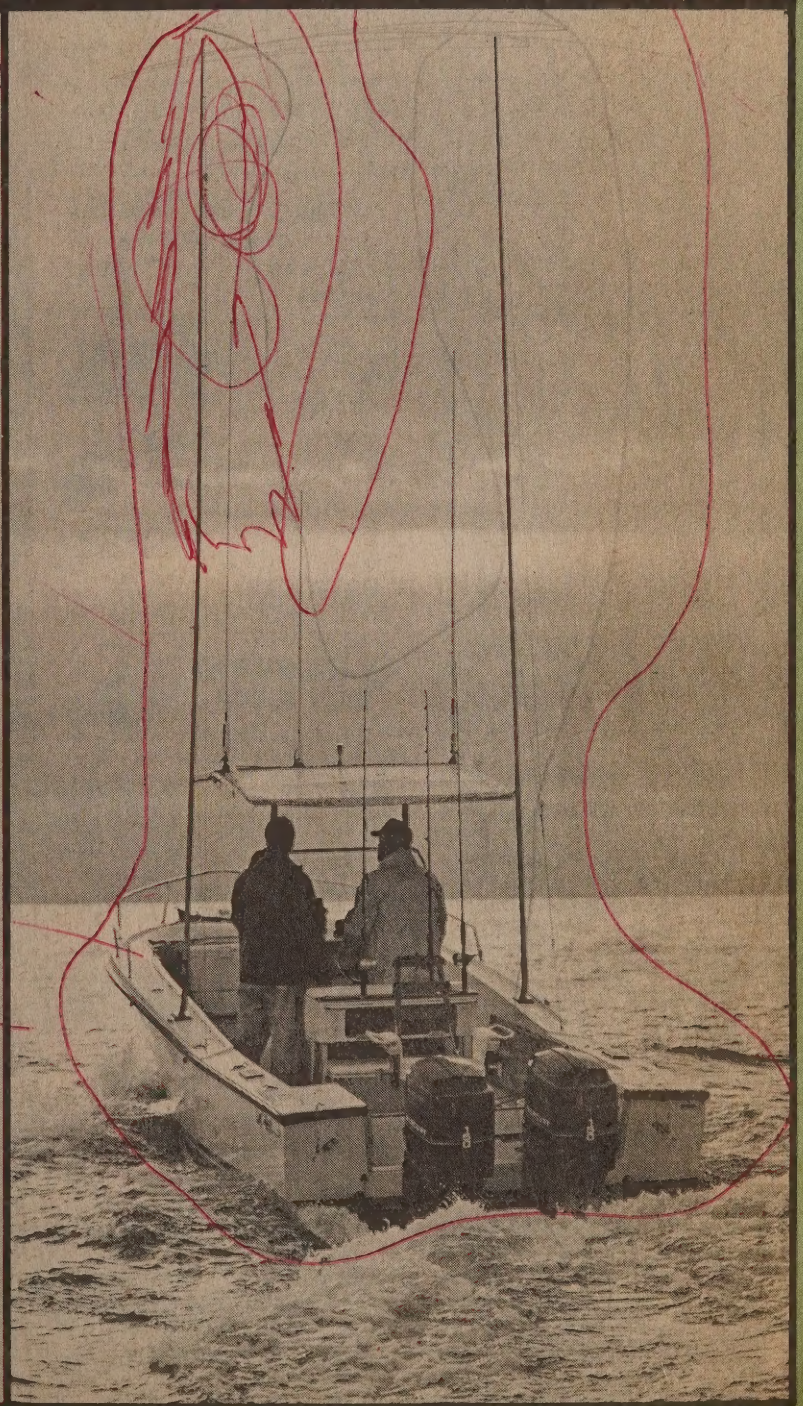
1986 Derby Schedule



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53 LOCUST AVE
ISLIP NY 11751

EDELMAN'S BOAT SHOW SPECIALS

(Available in Store Only)

AD GOOD THRU NEXT TUESDAY

OPEN SUNDAY

OPEN LATE EVERY NIGHT

SHIMANO® AND BERKLEY WEEK AT EDELMAN'S

WORLD'S LARGEST GUN & TACKLE DEALER

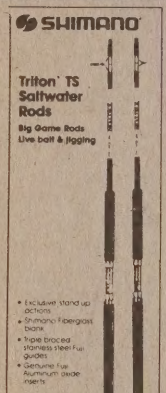
WE HAVE THE LARGEST SUPPLY OF FISHING TACKLE IN THE COUNTRY!

COD FISHERMAN

1 GROSS OF MUSTAD HOOKS
#3399TD 7/0 & 6/0
18" SNELLED LEADER
60 LB. TEST
$10.00 PER HUNDRED
(No dealers, or jobbers, please)
★ LIMIT 10 GROSS PER CUSTOMER ★
Secret Word: "3 SEA-SONS"

SHIMANO
Magnumlite® XL Fightin' Rods
• Exclusive Through the Hand blank for sensitivity
• BRG Boron reinforced graphite for strength
• Magnum insert for strength
• Gold Fuji Hardon guides

$54.99


SHIMANO
Triton® TS Saltwater Rods
Big Game Rods
Live bait & jigging
• Exclusive stand up actions
• Shimano Fiberglass blank
• Triple braced stainless steel Fuji guides
• Genuine Fuji Aluminum oxide inserts

$44.99

MAGNUMLITE XL FIGHTIN' RODS		
XL1652	6'6" 1 Pc. Med. Casting	$54.99
XL1653	6'6" 1 Pc. Med/Hvy. Casting	$54.99
XL1654	6'6" 1 Pc. Heavy Casting	$54.99

TRITON TS SALTWATER RODS		
TS-1654	6'6" 1 Pc. Heavy Con'v.	$44.99
TS-1704	7' 1 Pc. Heavy Con'v.	$44.99
TS-2702	7' 1 Pc. Medium Spin	$44.99

SHIMANO Triton® Levelwinds

- Ball Bearing Titanium Drag
- Graphite/Titanium body
- NEW Downrigger Reels
- NEW Saltwater Levelwinds
- 13.2 oz., 4.3:1, 330 yds. of 14 lb.

TRN 100 GT only $31.99

TRN 200 GT only $34.99

- Ball Bearing Titanium Drag
- Graphite/Titanium body
- NEW Downrigger Reels
- NEW Saltwater Levelwinds
- 13.0 oz., 4.3:1, 400 yds. of 17 lb.

SHIMANO Custom X GT Plus

with Fightin' Drag™
No-Fail-Ball™
QuickFire II™
Free spare Graphite spool

$27.99

- No-Fail-Ball
- QuickFire II
- Exclusive Fightin' Drag
- 2 stainless steel ball bearings
- Free spare Graphite spool
- Graphite/Titanium construction

Model	Weight	Ratio	Cap (lb./yds.)	Price
CXGT 1100P	6.7 oz.	5.2:1	4/165	$27.99
CXGT 1200P	8.6 oz.	5.2:1	8/140	$27.99
CXGT 1300P	11.5 oz.	4.6:1	10/215	$27.99

SHIMANO CGT 4000P

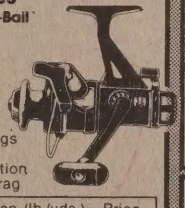
- Exclusive Fightin' Drag
- Exclusive drag programmer
- Graphite/Titanium construction
- Stainless steel ball bearing

Model	Weight	Ratio	Cap. (lb./yds.)	Price
CGT 4000P	16.6 oz.	4.8:1	14/285	$34.99
CGT 6000P	20.8 oz.	4.2:1	25/230	$39.99

Shimano Mark Series

with QuickFire II™ and No-Fail-Ball™
Free spare Graphite spool

$19.99



- No-Fail-Ball
- QuickFire II
- 2 stainless steel ball bearings
- Free spare Graphite spool
- Graphite/Titanium construction
- Smooth, dependable rear drag

Model	Weight	Ratio	Cap (lb./yds.)	Price
Mark I	6.7 oz.	5.2:1	4/165	$19.99
Mark II	8.5 oz.	5.2:1	8/140	$19.99
Mark III	1.2 oz.	4.6:1	10/215	$19.99

Berkley® Lightning Rods

YOUR CHOICE $38.99

"New" 100% radial graphite, extra strong, lightweight, blank thru handle.

SAVE $11.00 FROM OUR LOW PRICES

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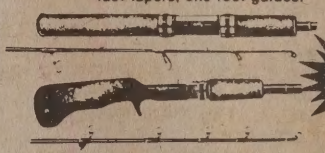
LR21-5⅓F	1/16 to 3/8 oz. Lures	Lite	Spinning	Reg. $49.99
LR30-6F	1/8 to 3/8 oz. Lures	Medium	Spinning	Reg. $49.99
LR30-6⅓F	1/8 to 3/8 oz. Lures	Medium	Spinning	Reg. $49.99
LR11-5⅓	1/8 to 3/8 oz. Lures	Lite	Baitcast	Reg. $49.99
LR15-5⅓	1/4 to 5/8 oz. Lures	Medium	Baitcast	Reg. $49.99
LR16-5⅓	3/8 to 3/4 oz. Lures	Med/Heavy	Baitcast	Reg. $49.99

Berkley® Phazer Rods

100% graphite construction, super strong, fast tapers, one foot guides.



YOUR CHOICE $26.99

Phazer casting and spinning models

PG27-54	1/4 to 5/8 oz. Lures	Spinning	Reg. $34.99
PG27-6	1/4 to 5/8 oz. Lures	Spinning	Reg. $34.99
PG31-66	1/4 to 5/8 oz. Lures	Spinning	Reg. $34.99
PG15-56	1/4 to 5/8 oz. Lures	Baitcast	Reg. $34.99

PENN DOWNRIGGERS

PENN REELS

We carry a full line of downrigger accessories.

600 Fathom Master 25' Fixed Base w/Weight $134.99

620 Fathom Master 4' Swivel Base w/Weight $164.99

HELP WANTED NOW!

NEED EXPERIENCED FULL & PART TIME SALES HELP NOW!

If you know fishing or if you are presently employed in the fishing business and want a better job, call Mr. Rosado at his private number (516) 249-8414. GOOD MEN GET GOOD PAY AT EDELMAN'S.

AD GOOD TILL NEXT TUESDAY OR WHILE QUANTITIES LAST

EDELMAN'S 75 SHERWOOD AVE. FARMINGDALE, L.I.

JUST OFF RT. 110 at SEAMAN'S FURN., NORTH OF REPUBLIC AIRPORT
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FROM SOUTHERN STATE PKWAY, EXIT 32N
Take Route 110 two blocks north of Republic Airport
Edelman's is behind Seaman's Furniture on the right

FROM LONG ISLAND EXPRESSWAY, EXIT 49S
Take Route 110 south approximately 3 miles
We're behind Seaman's Furniture on the left side

JERSEY ANGLERS
Hours: Daily 10-9
Sat. 9-5:30, Sun 11-5

RT. 46 WAYNE, NJ
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Prices & availability may vary at Wayne

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LINCOLN TUNNEL-RT. 3 West to RT. 46 West 7 miles
VERUZANO BRIDGE-Parkway North exit 153B 46 West 7 miles

THE Fisherman

—THE LONG ISLAND, METROPOLITAN NEW YORK EDITION—

Volume 21, Number 6 February 13th, 1986

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ABOUT THE COVER:

Not many anglers are likely to be headed for the fishing grounds this week, but there is an alternative. The Long Island Boat Show opens at Nassau Coliseum on Saturday, February 15 and runs through Sunday, February 23. The Fisherman will be berthed at booth #29, so stop by and say hello.

Publisher: Richard Reina

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The LONG ISLAND FISHERMAN is published weekly, except for two weeks in December by the L.I.F. Publishing Corporation, L.I.F. Building, Bridge Street, P.O. Box 1994, Sag Harbor, N.Y. 11963. Telephone: 516-725-4200. Second Class Postage paid at Sag Harbor, New York. $.75 per copy, back issues $1. Subscriptions: 50 Issues, $17.50; 100 Issues, $33. Photographs and written contributions are welcomed. Unsolicited contributions become the property of The Long Island Fisherman. All contributions to be returned must be accompanied by a self-addressed stamped envelope. All consideration will be given to these requests, however, no responsibility on our part is assumed. Notice of change of address must include both new and old addresses and sent to the Main Office. Allow two to four weeks for change. USPS 588-160.

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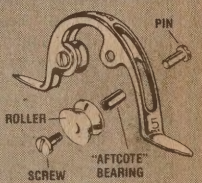
DON'T BE "MIS-GUIDED!"

See our Line Tester in action at Boat and Tackle Shows and learn the truth about guides and line wear!

Your own eyes will show you what your line endures as you fight a powerful fish... how dragging it back and forth over the stationary surfaces of ring guides will fray, weaken and steadily destroy it. Watch how Aftco roller guides carry line smoothly in and out on rollers that turn right **with** the line to avoid this destructive friction and heat. No wonder top rodmakers put Aftco guides on their finest saltwater rods... no wonder more IGFA world record fish are taken from the seas with Aftco than with any other guides.

maintenance is EASY with "Aftcote"...



A simple rinsing with fresh water after each use, and guides with "Aftcote" bearings perform perfectly for years. "Aftcote," a dry-film lubricant bonded to the bearings for life, keeps the action silky-smooth, shrugs off saltwater and corrosion, and cannot wash off!

and the screws CAN'T fall out...

Aftco screws wear a tough "Nylok" patch to give you a no-worry, vibration-proof lock. You can remove them easily if you wish, but they simply will not work loose by accident.

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• VHF RADIOTELEPHONES •
FREE Antenna & Mount with all Units

	LIST	SALE
APELCO VXL-5000 *NEW, 91 ch., with 9wx*	339.00	199.95
APELCO VXL-7000 *91 ch., scan modes, PA funct.*	439.00	259.95
APELCO VXL-9000 *91 ch., scan, memory, PA*	539.00	319.95
CYBERNET CTX-2040 *NEW, 64 ch., compact*	329.00	199.95
CYBERNET CTX-2055 *NEW, 64 ch., scan, hail*	439.00	259.95
CYBERNET CTX-2060 *89 ch., multi-scan, hail*	649.00	389.95
CYBERNET CTX-2088 *89 ch., commercial quality*	895.00	499.95
KING 7000 *90 ch., multi-scan, compact*	499.00	269.95
KING 7200 *NEW, 90 ch., phone style*	695.00	399.95
RAY JEFF 5000M *59 ch., compact, affordable*	399.95	179.95
RAY JEFF 7878M *NEW, 85 ch.; multi-scan*	499.95	199.95
REGENCY MT-5500XL *NEW, 75 ch., scan, compact*	419.00	249.95
REGENCY MT-6500 *NEW, 96 ch., multi-scan, clock*	469.00	274.95
REGENCY NC-7200 *NEW, feature packed, Auto D.F.*	1669.00	879.95
SI-TEX 855 *65 ch., plus wx, compact*	299.00	199.95
SI-TEX 891 *91 ch., multi-scan, hail*	499.00	319.95
STAN. HOR. "EXPLORER" *NEW, 55 ch., simple operation*	319.00	199.95
STAN. HORIZON "U.S.A. II" *NEW, 55 ch., commer. quality*	399.00	249.95
STAN. HORIZON "MAXI" *NEW, all channel, multi-scan*	439.00	269.95
STAN. HOR. "VOYAGER" *NEW, 55 ch., multi-scan, hail*	499.00	299.95
STAN. "INTERNATIONAL" *NEW, all ch., feature packed*	749.00	479.95

• AUTOMATIC DIRECTION FINDER •

APELCO AXL-1500 *use with any VHF radio*	549.00	299.95

• HANDHELD VHF RADIOS •

APELCO "CLIPPER JR." *91 ch., multi-scan, 4 watt*	469.00	249.95
CYBERNET CTX-2090 *NEW, 89 ch., multi-scan, 5 watt*	499.00	289.95
KING 7350 *NEW, 90 ch., 3 watt*	329.00	189.95
RAY JEFF 789 *NEW, 78 ch., 3 watt*	449.95	179.95
REGENCY MT-1000 *NEW, 75 ch., multi-scan, 3 watt*	599.00	229.95
SI-TEX HH-100 *NEW, 78 ch., 3 watt*	329.00	189.95
STAN. HORIZON HX-200S *NEW, 55 ch., scan, 5 watt*	569.00	319.95

• MARINE STEREO SYSTEMS •

CYBERNET CMS-3000 *AM-FM stereo, cassette*	499.00	299.95
CYBERNET CMS-3050 *power amp & equalizer*	336.00	219.95
CYBERNET CSP-123 *surface mt. stereo speakers*	138.00pr.	89.95
CYBERNET XSP-630 *flush mt. stereo speakers*	199.00pr.	129.95
REGENCY MS-5000 *NEW, AM-FM stereo, cassette*	499.00	284.95
REGENCY PB-1000 *NEW, 130 watt power amp*	289.00	169.95
REGENCY SPK-50 *NEW, 3-way stereo speakers*	129.00pr.	84.95

• MARINE CB RADIO •

	LIST	SALE
CYBERNET CTX-40+4 *40 ch. + 4VHF weather*	189.99	119.95

• LORANS •
FREE Loran Antenna Included

APELCO DXL-6000 *full function, low cost*	895.00	549.95
KING 8001-01 *full function, tells all*	1095.00	679.95
SI-TEX EZ-7 *easy to use, affordable*	777.00	499.95
SI-TEX/KODEN 797 *full funct., multi display*	1095.00	679.95

• RADAR •

APELCO LDR-9900 *NEW, 8 mile, ultra compact*	1395.00	1099.95
SI-TEX/KODEN T-100 *16 mile, high-tech raster*	2195.00	1549.95
MARS "VIGIL" RM-1 *16 mile, remote control*	2695.00	1995.00

• SATNAV •

SI-TEX A-300S SATNAV *reliable, easy to use*	1649.00	1249.95

• MARINE HAILERS •

APELCO HXL-1000 *20 watts, multi-intercom*	299.00	179.95
CYBERNET CTX-1000 *25 watt, multi-intercom*	329.00	219.95
RAY JEFF 350 *15 watt, deck speaker incl.*	199.95	99.95
RAY JEFF 314 *30 watt, multi-function*	299.95	119.95
RAY JEFF "HAIL/SAFE" *portable, hail, + horn*	219.95	129.95
REGENCY HA-440 *NEW, 40 watt, multi-funct.*	279.95	179.95
STAN. HORIZON C-75B *NEW, 45 watt, multi-funct.*	259.00	159.95
SI-TEX 955 *30 watt, pushbutton control*	279.00	189.95
ELEC.-VOICE SPEAKER *Deck mt., 30 watt, 8 ohm*	100.00	59.95

• VIDEO SOUNDERS •

APELCO XVL-8000 *NEW, 6" full color*	995.00	599.95
KODEN MVS-1 *NEW, 6" black & white*	775.00	479.95
KODEN CVS-101 *NEW, 6" full color*	1095.00	679.95
KODEN CVS-88 *NEW, ultra 8" color*	1795.00	1199.95
KING 4060 *NEW, 6" dynamic color*	1099.00	749.95
RAY JEFF "TELES" 1500 *NEW, 6" black & white*	849.95	399.95
RAY JEFF "TELES" 2000 *NEW, 6" full color*	1199.95	549.95
SI-TEX HE-705 *big 10" full color*	1495.00	1069.95
SI-TEX HE-711 *NEW, dynamic 14" color*	2795.00	2049.95

• CHART RECORDING SOUNDERS •

	LIST	SALE
APELCO LCX-480 *5 range, 4" LCD display Transom mt. triducer*	589.00	339.95
KING 1060 *4" chart, digital readout transom mt. x-ducer*	795.00	479.95
KING 1350 *6" chart, Loran interface transom mt. x-ducer*	989.00	569.95
RAY JEFF LCD-500 *5 range, 4" LCD + digital transom mt. tri-ducer*	499.95	259.95
SI-TEX HE-203 MKII *3" chart, 5 range, sm. size transom mt. x-ducer*	369.00	219.95
SI-TEX HE-357 MKIII *4" chart, digital readout transom mt. x-ducer*	699.00	399.95
SI-TEX HE-32 MKIIA *blue water machine, has it all thru-hull x-ducer*	1099.00	569.95
SI-TEX HE-301 *6" high perfor. + digital readout thru-hull x-ducer*	1139.00	599.95

• DEPTH FLASHERS •

APELCO FXL-400 *NEW color flash. + digital*	399.00	189.95
APELCO "RANGER" 90 *3 ranges, alarm, compact*	189.00	99.95
APELCO "RANGER" 360 *360' range, alarm, reliable*	189.00	99.95
AQUA METER GRAD 301 *multi-funct. (less x-ducer)*	424.50	219.95
RAY JEFF 513 *120' range, easy read*	189.95	79.95
RAY JEFF 514 *120' range, alarm*	219.95	89.95
RAY JEFF 515 *60 ft. or fathom, alarm*	249.95	114.95
RAY JEFF 580 TRACKER *multi-function, tells all*	349.95	169.95
SI-TEX SH-1 *3 ranges to 120 ft.*	169.00	89.95
SI-TEX FL-7 *NEW, 5 ranges to 480', alarm*	229.00	129.95
SI-TEX FL-5 *3 color, 10 range, alarm*	349.00	209.95

All include trans. mt. x-ducer
some available w/optional thru-hull x-ducer

• DIGITAL DEPTHSOUNDERS •

AQUA METER 530 *399' range, alarm*	337.50	189.95
AQUA METER 550 *dual range, multi-funct.*	447.00	249.95
CYBERNET CDF-500 *NEW, tells depth, speed, temp.*	499.00	289.95
DATA-CAPREE "CADET" *99' range, internal batt.*	260.00	149.95
DATA-CAPREE "ENSIGN" *99' range, combo. 12V/9V batt.*	300.00	169.95
DATA-CAPREE "COMDR." *99' range, alarm funct.*	375.00	219.95
DATAMARINE LX-201 *200' range, alarm thru-hull x-ducer*	375.00	259.95
DATAMARINE DL-2480 *399' range, alarm thru-hull x-ducer*	495.00	349.95
DATA OFFSHORE 3000 *999' range, alarm thru-hull x-ducer*	795.00	549.95
RAY JEFF 225 *NEW 1 to 300 ft. range*	299.95	149.95
RAY JEFF 245 *NEW, 300' range, alarm*	399.95	199.95
RAY JEFF 215 *NEW, tells depth, speed, temp.*	449.95	229.95
SI-TEX DL-1 *199 ft. range, alarm*	299.00	179.95
SI-TEX DT-2 *NEW, in-dash, multi-funct.*	329.00	189.95
STAN. HORIZON DS-2 *NEW, 400 ft. or fath., alarm*	379.00	229.95
STAN. HORIZON DS-1 *NEW, in-dash, 400' or fath.*	399.00	239.95

All include trans. mt. x-ducer, except as noted
some available w/optional thru-hull x-ducer

FREEPORT MARINE SUPPLY CO.

47 WEST MERRICK RD.
FREEPORT, N.Y. (516) 379-2610

Located 1 mile west of Meadowbrook Parkway on Merrick Road in Freeport
Ample free parking in rear
Prices & descriptions subject to change w/o notice

FREEPORT MARINE'S BOAT SHOW PRICE "ZINGERS" – GOOD THRU MARCH 1, 1986

	LIST	SALE
• DIGITAL SPEEDOMETERS •		
AQUA METER 750 *combo speed and tach*	212.50	119.95
AQUA METER 650 *combo. speed, log, time, alarm*	419.95	239.95
DATA-CAPREE "CADET" *mph or knots, internal batt.*	260.00	149.95
DATA-CAPREE "ENSIGN" *mph or knots, 12V/9V batt.*	300.00	169.95
DATAMARINE LX-50 *mph or knots, trip log*	350.00	249.95
DATAMARINE SL-2280 *mph or knots, distance log*	495.00	349.95
DATA NAVIGATOR 3200 *multi-function, does all*	695.00	479.95
RAY JEFF 250 *multi-function, versatile*	399.95	209.95
STAN. "HORIZON" SL-2 *NEW, speed, distance, time*	379.00	229.95
STAN. "HORIZON" SL-1 *NEW, flush mt., muti-funct.*	399.00	239.95
• MARINE TV ANTENNAS •		
REGENCY TVS-100 *NEW, hi-tech TV & FM stereo*	143.00	89.95
TANDY TV ANTENNA *omni UHF/VHF-TV*	139.00	99.95
WINEGARD MR-360 *NEW, omni TV & FM stereo*	170.00	99.95
• SEA TEMP INDICATORS •		
DYTEK 500 *2" flush mt., LCD read*	199.00	129.95
DYTEK 1000 *3-3/8" flush mt., LCD read*	269.00	179.95
DYTEK 703200 *bracket mt., LED read*	299.00	214.95
RAY JEFF 290 *bracket mt., LED read*	199.95	109.95
SI-TEX DT-1 *flush mt., LCD temp & clock*	159.00	99.95
• FUEL VAPOR DETECTORS •		
AQUA METER SENT. 415 *audio-visual system*	250.00	139.95
RAY JEFF "VIEWS" 804 *audio-visual system*	199.95	104.95
• ENGINE SYNCHRONIZERS •		
AQUA METER 735 *digital dual tach/sync.*	185.00	99.95
GUEST/JUDSON ENG. SYNC.		
1420-21 Judson, surf. mt.	109.95	64.95
1422-23 Judson, panel mt.	129.95	79.95
1500 Guest micro, surf. mt.	179.95	109.95
1501 Guest micro, panel mt.	179.95	109.95
• MARINE BATTERY CHARGERS •		
RAY JEFF "Switcher" 15-3 *15 amp, 3 bank*	319.95	169.95
RAY JEFF "Switcher" 3030 *30 amp, 3 bank*	449.95	249.95
NEWMAR "NAUTILUS" 15 *15 amp, 2 bank*	279.00	179.95
• SAFETY EQUIPMENT •		
ACR EPIRB RLB-17 *Class "C", coastal*	299.00	169.95
ACR EPIRB RLB-20 *Class "B", offshore*	325.00	189.95
ACR EPIRB RLB-21 *NEW, mini Class "B", offshore*	299.00	179.95
OLIN 12A/L Flare Kit *12 ga. launch, flares, case*	44.95	27.95
OLIN 12A Flare Kit *12 ga. launch, case*	29.84	18.95
OLIN "LOCATOR" Kit *4 handheld flares, case*	23.95	15.95
• FIREBOY HALON SYSTEMS •		
FIREBOY 15CG 75 cu.ft.	157.85	93.95
FIREBOY 35CG 200 cu.ft.	221.00	131.95
FIREBOY 70CG 350 cu.ft.	326.25	194.95
FIREBOY 100CG 500 cu.ft.	378.98	224.95
FIREBOY 150CG 750 cu.ft.	557.85	329.95

	LIST	SALE
• COMPASSES •		
AQUA METER Cruiser *Mod. 150, bracket mt.*	69.95	39.95
AQUA METER Skipper *Mod. 91, bracket mt.*	37.95	21.95
DANFORTH Constellation *Mod. C458, 5" binnacle mt.*	350.00	229.95
DANFORTH Constellation *Mod. C461HA, 4" flush mt.*	392.00	249.95
DANFORTH Corsair II *Mod. C378, bracket mt.*	102.00	59.95
DANFORTH Corsair II *Mod. C398, flush mt.*	106.00	59.95
RITCHIE Navigator 2000 *Mod. FN-201, 4½" flush mt.*	189.95	104.95
RITCHIE Helmsman *Mod. HB-70,71, bracket mt.*	104.95	59.95
RITCHIE Helmsman *mod. HF-72,73 flush mt.*	98.50	56.95
RITCHIE Helmsman *mod. HD-74,75, deck mt.*	114.50	66.95
RITCHIE Voyager *Mod. B-80,81, bracket mt.*	74.95	39.95
RITCHIE Voyager *Mod. F-82,83, flush mt.*	74.95	39.95
RITCHIE Voyager *Mod. D-85, deck mt.*	74.95	39.95
• CLOCKS & BAROMETERS •		
SETH THOMAS Wallsprite *Mod. 1033, 9¾" tide-time clock*	55.95	34.95
SETH THOMAS Seasprite II *Mod. 1037, brass quartz clock*	87.00	51.95
SETH THOMAS Seasprite II *Mod. 1640, brass barometer*	65.00	39.95
SETH THOMAS Corsair *Mod. 1050, brass bell clock*	238.95	174.95
SETH THOMAS Corsair *Mod. 1550, brass barometer*	189.00	114.95
• MARINE BINOCULARS •		
TASCO 7 x 50 "Zip Focus" *model 2002, with case*	84.95	49.95
TASCO 7 x 50 Armored *model 22LYRZ with case*	129.95	89.95
TASCO 7 x 50 Waterproof *NEW, 322CW, built-in compass*	499.95	249.95
• MARINE PUMPS •		
RULE 450 Bilge Pump *450gph., 12 volt*	27.00	11.95
RULE 800 Bilge Pump *800gph, 12 volt*	35.00	17.95
RULE 1500 Bilge Pump *1500gph, 12 volt*	61.00	36.95
RULE 2000 Bilge Pump *2000gph, 12 volt*	72.00	44.95
RULE 35A Rule-A-Matic *automatic bilge switch*	25.00	14.95
JABSCO "Water Puppy" *Mod. 6360, 12 volt, utility*	90.40	59.95
JABSCO "Dura-Mate" *Mod. 42240, auto. galley pump*	93.55	54.95
• NORCOLD REFRIGERATORS •		
NORCOLD "Vagabond" *DE250, combo. 12VDC/110VAC*	492.00	329.95
NORCOLD "Venturer" *DE251, combo. 12VDC/110VAC*	458.00	299.95
NORCOLD "Voyager" *DE400, combo. 12VDC/110VAC*	698.00	469.95
• BOAT TRAILER WINCHES •		
POWERWINCH Model 312 *boats up to 2,500 lbs.*	319.00	159.95
POWERWINCH Model 712 *boats up to 4,000 lbs.*	391.00	194.95
POWERWINCH Model 812 *boats up to 6,000 lbs.*	455.00	224.95
POWERWINCH Model 912 *boats up to 10,000 lbs.*	519.00	259.95
POWERWINCH Model 1112 *boats up to 18,000 lbs.*	847.00	424.95

	LIST	SALE
• OUTBOARD MOTORS •		
CRUISE-N-CARRY 6600 *1.5HP, 24.1cc*	329.50	239.95
CRUISE-N-CARRY 6700 *2.5HP, 41.5cc*	409.50	299.95
• DECK CHAIRS •		
TELESCOPE 7719	55.00	33.95
fold. alum., blue or beige		2 for 59.95
ZIP DEE'S Fold Away	109.95	74.95
s/s frame, red, blue or brown		2 for 139.95
BOATMEN'S Yacht Chair	191.00	99.95
1120-EG w/gimbal, fold.		2 for 189.95
• MARINE LIGHTS •		
ITT RAYLINE 5" Spot *mod. 61026, remote control*	320.00	191.95
ITT RAYLINE Floodlight *mod. 45900, halogen*	51.95	29.95
GUEST Mod. 260 Spot. *300,000 cp, marine plug*	79.95	47.95
GUEST Mod. 261 Spot. *300,000 cp, cigar. plug*	76.95	44.95
• DANFORTH STANDARD ANCHORS •		
S160 (2½S)	10.16	5.95
S300 (4S)	16.27	9.95
S600 (8S)	31.67	18.95
S920 (13S)	51.23	29.95
S1300 (18S)	72.11	43.95
S1600 (22S)	82.14	49.95
PRE-SPLICED NYLON		
• ANCHOR LINE w Thimble •		
3/8" x 100 ft.	28.95	14.95
3/8" x 150 ft.	41.50	19.95
1/2" x 150 ft.	77.50	39.95
1/2" x 200 ft.	98.50	49.95
5/8" x 200 ft.	158.95	79.95
5/8" x 300 ft.	230.50	119.95
TEMPO PORTABLE		
• POLYETHYLENE FUEL TANKS •		
Model 6GAS, 6 gal.	28.00	12.95
Model PBW-12, 11½ gal.	84.95	49.95
Model LPT-12, 12 gal.	89.95	52.95
• MARINE ICE CHESTS •		
GOTT 80 Quart	127.90	69.95
GOTT 120 Quart	241.90	119.95
GOTT 172 Quart	394.90	189.95
IGLOO 151 Quart	287.99	139.95
• FUEL FLOW METERS •		
FLO SCAN "Cruise Master" *5001 Single Engine*	360.00	219.95
FLO SCAN "Cruise Master" *5002 Twin Engine*	430.00	259.95
• FRAM FUEL FILTERS •		
FBM1110PLM (Gas)	78.80	39.95
FCS1136M (Gas or Diesel)	104.93	49.95
FCS1133PLM (Gas or Diesel)	151.65	74.95
BENNETT TRIM TABS		
• 12 VOLT ELECTRO-HYDRAULIC •		
9" x 12" Tabs	365.00	269.95
12" x 12" Tabs	375.00	274.95
9" x 18" Tabs	375.00	274.95
12" x 18" Tabs	385.00	284.95
9" x 24" Tabs	385.00	284.95
12" x 24" Tabs	395.00	289.95
9" x 30" Tabs	400.00	294.95
12" x 30" Tabs	410.00	299.95
9" x 36" Tabs	420.00	309.95
12" x 36" Tabs	430.00	314.95

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PASS IT ON

VISIT FISHERMAN STAFFERS AT LONG ISLAND BOAT SHOW

Fisherman readers will get an opportunity to speak with their favorite writers at this week's Long Island Boat Show. The show will run from February 15 through February 23. The Fisherman Booth number is 29.

John Raguso, author of the highly acclaimed Wreck Series, will be on hand all day Saturday (2/15) and Sunday (2/23). Fisherman East End reporter, Lorry Mangan, will be at the booth from 2 to 9PM on Sunday (2/16). Freshwater columnist Tom Schlichter will be on hand Friday night (2/21) between 6 and 10:30 PM. Surf fishing specialist John Fritz will be sharing his expertise at the booth on Monday (2/17), Wednesday (2/19) and Saturday (2/22). Rounding out the crew will be Fred Golofaro, Bill Muller and Stu Miller.

All those who sign up at the show for a new or renewal subscription will take home a free Sekora Diamond Jig and tube combo.

MERCURY MARINE'S OIL PROMOTION FUNDS FISHERY

Mercury Marine recently announced an innovative program aimed at improving fishing. Consumers, via product rebates on Quicksilver oil, can contribute directly to conservation projects.

Under the Quicksilver "Stock Up America" program, boaters can purchase their Quicksilver outboard oil and receive a rebate. Or, they can designate that the rebate be turned over to FishAmerica. If they elect the second option, Mercury Marine will match the rebate and send the entire amount to FishAmerica, a non-profit organization. FishAmerica provides funding to grass roots "action" efforts which have led to increased stocking, fish habitat improvements, construction of spawning grounds, artificial reefs and rearing ponds.

Mercury Marine's conservation goals were outlined at a press conference last August. The company's efforts have been aimed at preserving and maintaining the fishing resource while enhancing and improving the nation's waterways. Numerous projects have been funded and the company feels "Stock Up America" will greatly increase contibutions to this effort.

The rebate, up to $8 per case, will be fully donated to FishAmerica. For each case of Quicksilver gallons, $8 will go to FishAmerica; for each case of 2½ gallon bottles, $6; and for quarts and pints, $4 per case. In the event consumers would rather receive cash rebates, half the above amounts would be sent to them.

Quicksilver oil is available only at authorized Mercury Outboard and Mariner Outboard dealerships. Rebate forms are also available from participating dealers.

Quicksilver 2-cycle outboard oil is specially blended to protect marine engines. It is formulated to lubricate, reduce friction, seal combustion pressures, prevent scuffing and piston wear while minimizing corrosion, sludge and varnish deposits. No other oil contains more protective ingredients than Quicksilver 2-cycle oil.

The "Stock Up America" program is in effect until May 31, 1986.

FISHERMEN LOOKING FORWARD TO WORLD FISHING AND OUTDOOR EXPOSITION AT SUFFERN, N.Y.

If there's anything a fisherman likes to do almost as much as going fishing, it's looking at new fishing equipment. The opportunity to do just that, and maybe pick out some new gear to catch the big ones, is almost here. The ninth annual World Fishing and Outdoor Exposition will be back in the Rockland Community College Field House at Suffern, New York, Wednesday through Sunday, February 26 through March 2.

This is the largest pure sportsman's show in eastern America, and last year was named the number one sports show in North America by the International Association of Travel Exhibitors. The World Fishing Expo is devoted entirely to fishing and hunting exhibits and clinics.

Among the hundreds of tackle makers who will be on hand are Abu-Garcia, Daiwa, DuPont-Stren, Shimano, Fenwick, Penn, Browning, Childre, Orvis, Cortland, Ryobi, Eagle Claw, Scientific Angler, Shakespeare, Berkley, Sabre and Zebco, to name just a few.

Additional companies, including some of America's finest custom rod makers, include Rodon, Hardy, Winston, Sage, Vince Cummings and many others. Dozens of smaller manufacturers and suppliers of every type of fishing gear will be there as well, plus many of the best known retail outlets such as Meltzer's, Ramsey, Betty and Nick's and others. A host of local tackle shops, fly tying specialists, accessory dealers and purveyors of everything to do with sport fishing will be there, most offering special show bargain prices.

Fishing boats, motors and canoes will be shown by a number of marine dealers. Some of the area's top outlets, such as Lima and Sons, Ruston and Shepard's will be in attendance.

On top of all this, there will be dozens of displays of the latest in terminal tackle; fresh and salt water lures, spinner baits, soft baits and crank baits, and flies of every descrip-

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When you're completely surrounded by water, conditions change fast. Minutes can seem like hours. Yards turn into miles. That's why we build every Mariner with just one thing in mind. Reliability.

Mariners from 4 to 200 horsepower have CD ignition for quick, sure starts. We've added oil injection to all electric start models from 40hp on up, to assure a more accurate gas and oil mix and a longer engine life. We build them with rugged lower units and internal parts that endure the industry's toughest testing. To make sure they keep running, Mariners are coated inside and out to protect critical engine components. It means your Mariner is more corrosion and abrasion resistant on all parts that come in contact with water.

We also offer an extended product protection plan to make sure they live up to our expectations, and yours. And with our exclusive MMAC financing option, we make it easier to own a Mariner-powered boat than ever before.

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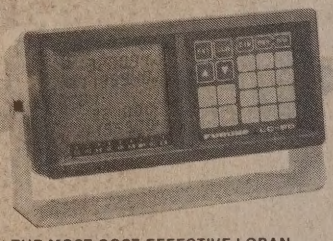
- Low power drain — 4 amps at 12V (45 watts)

See Us At The L.I. Boat Show



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- Displays range/bearing to a waypoint and between waypoints. Bearing can be either True or Magnetic, with automatic magnetic variation built-in.
- Computes speed and course made good, velocity and time to go, cross-track error and course offset.
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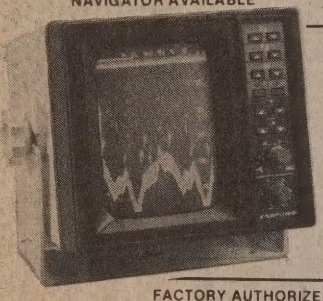

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- Exceptionally compact cabinet meets any needs from bassboat to offshore fisherman.
- High brightness 6" amber CRT.
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- Unique Bright Echo clearly differentiates bottom fish from seabed.
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tion.

Good places to go fishing or hunting (yes, there will be plenty of exhibits devoted to hunting as well) are a big feature of the Expo. Guides, outfitters and lodge operators from all over the United States and Canada will be exhibiting and eager to discuss your hunting and fishing plans with you.

Add Expo's unique seminar and clinic program featuring world famous anglers and outdoorsmen, and you have a super show, one that's certain to get you ready for the 1986 season and is guaranteed to cure the worst case of cabin fever.

Doors are open from 1PM to 10PM Wednesday through Friday; from 9:30 AM to 8PM Saturday and from 10AM to 7PM on Sunday. Adult admission is only $5, with children under 12 at $2. Parking is free. The World Fishing and Outdoor Exposition is easy to get to: just take Exit 14B (Airmont Road) off the N.Y. Thruway (I-87). It's the first exit west of the Garden State Parkway and is about 10 minutes drive from the Tappan Zee Bridge.

FREE BOATING COURSE IN PATCHOGUE

Patchogue Bay Power Squadron is again offering Free Boating Courses covering outboard, inboard, sail, trailering, rules of the road, charts, compass, maintenance and other skills needed for safe boating.

Registration will be open on February 24, 25, 26 at Patchogue-Medford High School, Buffalo Ave., Medford starting at 7:30PM.

Ownership of a boat is not a requirement. Come join us and take this opportunity to learn safe, happy boating through the skillful and dedicated teaching of United States Power Squadron.

For further information, call 472-3051. You'll be glad you did!

COST OF BOAT FINANCING DOWN IN '86

Boat loan finance rates are predicted to be stable or perhaps decline slightly during the 1986 winter boat show sales season. Sensitive to the continuing declines of traditional barometers, including the New York Prime and Treasury Bill rates, rates for boat loans have seen almost continual easing since the high interest days of 1981-82. As a result, consumers who plan to finance their boat purchase will see the most affordable climate since 1978.

For the boat buyer, lower rates mean one of two things: he or she can budget less per monthly payment to own a certain boat, or afford more boat than when rates were higher. For example, a $15,000 loan with a seven-year term at an 18 percent fixed interest rate calculates to payments of $315.30 per month; the same loan at 12 percent fixed interest is $264.75 per month. A $25,000 loan with a 10-year term at 18 percent fixed interest is

The new Pro Staff ™ 110 baitcast reel comes with everything you'd expect in a top-of-the-line baitcast reel. Yet it goes for a lot less.

It has a magnetic cast control system with 110° range and precisely aligned magnets to let you cast with precision accuracy.

And thumb bar for rapid-fire casts.

Thumb bar release for comfortable one-hand cast control.

The PS110 has a high-speed 4.8:1 gear ratio that hauls in 19" of line per crank. So you can work your lure just the way you want to. And react just the way you need to. Fast.

It has brass gears — not aluminum. And graphite components. So it's stronger. Lighter. More efficient.

We engineered the PS110 to meet the standards of higher priced baitcast reels.

Quite frankly, it *beats* them all — coming and going.

Pro Staff spin-cast, spinning and baitcast reels, performance balanced with Pro Staff rods.

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AQUASPORT'S 200 OSPREY
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The most completely equipped fishing boat of its kind

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This exciting boat is loaded! At the factory. And ready to head you into fishing grounds the moment it hits the water!
Center console. Full instrumentation. Controls. Rod holders. Also available in 17' and 22' models.
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Marineland's price is only **$11,895.** including Freight and Dealer prep
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THE STEIGER CRAFT 25' CHESAPEAKE
w/150 H.P. Mercury O/B, w/P/T&T & Oil Injection
A Classic Built to Your Specs. At a Really Great Price!

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Step into the huge cockpit of this no-nonsense overbeam (9'3") craft and you step into a sportfisherman's dream. Open, airy, yet still secure against all weather. The Steiger Craft 25' Chesapeake is an honest, heavy duty craft. Very stable and sea worthy. And built right here on Long Island to your exacting needs. You can even watch its construction.
Standards include, enclosed wheelhouse/cabin, roomy bunks, lockers and much more. Also available in 16', 18', 21', and in a 21' cuddy as well as an open 25' Bass Boat.
So fish where you wish, but first talk to **Marineland.** We're the small boat experts with **5** convenient on-water locations, specializing in quality, total service and integrity.
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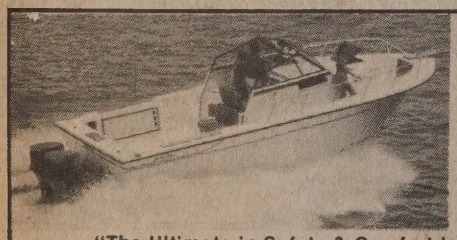
EAST MORICHES: 29 Maple Ave., E. Moriches, NY 11940, 516-878-4777
CONNECTICUT: Bullock's at Candlewood, Brookfield, CT 06804, 203-775-2446



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$450.50/month; at 12 pecent fixed interest is $358.75/month.

Lower rates might encourage current boat loan customers to consider refinancing their boats. Much like a mortgage on a home, if the current boat borrower can gain a three to five percent interest rate reduction and plans to keep the same boat for at least three more years, refinancing could save money. Most marine lenders will be pleased to provide the calculations for those considering the change.

Marine loans have become readily available across the U.S. and marine lenders have made it standard practice to exhibit at all major boat shows. In addition, a wide variety of marine loans—variable, balloon payment, fixed rate/term, etc.—are offered to custom match the borrower's financial profile. Most borrowers can fill out loan application forms in short order; some lenders at boat shows can give conditional approval of the loan on site.

Boat buyers for financing can check numerous sources. It's prudent to check with a local bank or savings institution which already maintains the borrower's account. The marine dealer involved in the sale may have a special relationship with a lending source, or the boat builder or engine manufacturer may have a special link to a loan. Credit unions are also becoming more involved in marine lending and should be consulted.

Depending upon the dollar amount of the loan, or the complexity of the transaction, marine loan specialists may need to be consulted. These companies are commonly known as financial service firms, although marine specialists can be found in banks and savings institutions. In addition to exhibiting at boat shows, specialized marine lenders can be found through advertisements in major boating magazines.

The National Marine Bankers Association recommends that borrowers comparison shop at least three lenders to check rates and terms. While borrowers tend to place most emphasis on rates, the overall loan package including terms and conditions should be examined carefully. Good questions to ask marine lenders include: what experience the institution has in serving the boating market?; are rates quoted good at the time of delivery of the boat (or at closing)?; is there negative amortization?; can the loan be refinanced by the lender (particularly in the case of balloon type loans)?

Downpayments and terms vary from one lender to another and in different regions of the country. Generally speaking, the average small boat buyer (those buying craft less than 22-25 feet) should be able to find seven- to ten-year finance terms; large boat buyers (25 feet and up) will find 10-, 15- and 20-year

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terms. Downpayments average 20 to 25 percent. For used boats, length of term is slightly less and downpayments slightly more, on average.

FISH AND WILDLIFE SERVICE AND MARYLAND DEPARTMENT OF NATURAL RESOURCES STOCK STRIPED BASS INTO CHESAPEAKE BAY TRIBUTARIES

Tucked away in a secluded corner of a state park in southern Maryland, the Joseph Manninjg State Fish Hatchery seems at first glimpse the picture of tranquility. But its idyllic setting belies both the fast-paced activities within its buildings and the facility's current role in the restoration of the striped bass, a prized food and game fish, to the Chesapeake Bay.

The Manning hatchery is the center of a cooperative effort involving the State of Maryland, the U.S. Fish and Wildlife Service and Maryland watermen to tag 300,000 striped bass fingerlings and stock them into the Chesapeake Bay.

The U.S. Fish and Wildlife Service and Maryland's Department of Natural Resources (DNR) entered into a 5-year cooperative agreement in June to assess the benefits of using hatchery-reared fish to supplement natural striped bass reproduction, which has declined severely in the Bay in recent years.

Since mid-November, striped bass fingerlings averaging 6 inches long have been trucked to the Manning facility from six federal fish hatcheries throughout the Southeast and from a special rearing facility operated by the Baltimore Gas and Electric Company. The Manning Hatchery also raised 100,000 striped bass for release, as it has for several years. The six federal hatcheries—Frankfort National Fish Hatchery (NFH), Kentucky; McKinney Lake NFH, North Carolina; Harrison Lake NFH, Virginia; Orangeburg NFH, South Carolina; Bowden NFH, West Virginia; and Edenton NFH, North Carolina—reared more than 300,000 fish.

The young striped bass came from the eggs of adult bass captured in May by Maryland DNR biologists wit the help of Maryland watermen in the Watermen's Compensation Program. The adult bass were captured in the Nanticoke River, the upper Bay at the C&D Canal, and the Patuxent River. Bass from the Patuxent yielded most of the offspring for this year's initial project effort.

When the young bass are brought to the Manning hatchery for tagging, they are temporarily held in the specially designed circular tanks filled with saltwater from the Bay. The use of saltwater, even in the transportation process, greatly reduces the possibility of disease and stress among the young fish. After the fish are acclimatized to the tanks, small groups are anaesthetized and a small internal coded wire tag is implanted in the cheek muscle. When the fish recover from their brief operation (usually no more than half an hour in a special recovery tank) they are ready for their last truck trip, this one to introduce them to their ancestral tributaries of the Chesapeake.

"To evaluate the effectiveness of the project," notes Bill Horn, Assistant Secretary of the Interior for Fish and Wildlife and Parks, "we are carefully maintaining records on the distinct strains of striped bass being used. Each fish is implanted with a special tag indicating its river of origin, the rearing hatchery and year of release. Within the next year, we'll begin assessment in the Bay to see how the released striped bass are doing. Within the next three to five years, though, these fish will have grown and migrated to coastal waters as distant as Maine and North Carolina. At that time, we'll need the help and cooperation of all the affected coastal states in our stock assessment work."

The tagging method currently in use at the Manning Hatchery is a fairly recent development. First used within the last decade and created primarily for species such as salmon and lake trout, the internal method of tagging with miniature coded wire tags enables fishery workers to tag large numbers of fish with minimum handling and stress to the fish. The tagging operation at Manning has six machines, with each operator capable of tagging nearly 400 fish per hour.

In commenting on the fish tagging operation, Maryland Natural Resources Secretary Torrey Brown said: "This is an outstanding example of intergovernmental cooperation which we hope will ultimately lead to the replenishment of this valuable resource."

Charles Wooley, the Fish and Wildlife Service's Chesapake Bay Fisheries Coordinator, explains that the coded tags will enable researchers in the recapture studies to determine which strains of striped bass, and which rearing hatcheries, yield the highest survival rates. "We're very pleased with the success of the project so far," said Wooley, noting that the fish were purely wild strains. "The tags will really help us assess the value of this type of hatchery endeavor, and learn more about the wild strains of fish in the Bay."

Both Service and Maryland officials have praised Maryland watermen for the support and assistance they have provided to the effort. The watermen, many of whom were employed in the commercial harvest of striped bass in the 1970s, are being paid out of a special State Watermen's Compensation fund established after the State prohibited the harvest of the species. The fishing ban was enacted to help slow the precipitous decline in striped bass stocks from the late 1970s onward. The decline in Bay and East Coast striped bass populations is believed to be caused, in part at least, by overfishing and by environmental

NEW ULTRA-SENSITIVE PRIME®. IT WILL CATCH FISH YOU DIDN'T KNOW WERE THERE.

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Prime makes contact so positive, so effective, it's almost eerie.

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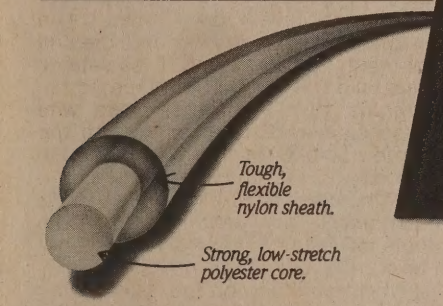
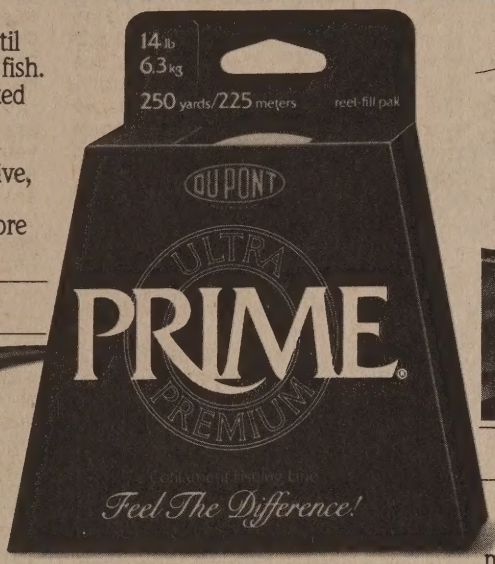




To create Prime, Du Pont introduced the first cofilament fishing line. It combines the advantages of two very different materials—a core of strong, low-stretch polyester surrounded by a sheath of tough, yet flexible, nylon. It marks the leading edge of line technology.

YOU CAN FEEL THE DIFFERENCE YOU SEE.

Prime looks different. But you have to fish it to discover the real difference—Prime's sensitivity. In blind tests, fishermen using Prime reported an uncanny ability to feel what was happening down at the business end of their lines.

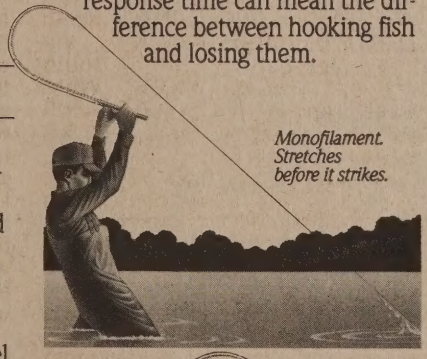
Put Prime to your own test on water you know really well. You'll feel details of underwater structure you may have overlooked. Lure action that was lost to you. Hits you missed.

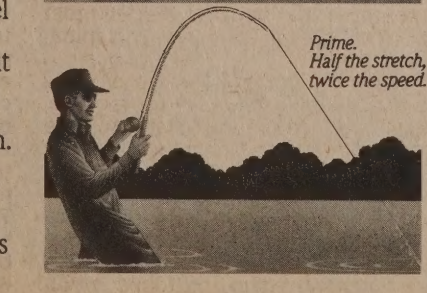
Set the hook. Prime's speed and power will surprise you. And the fish.

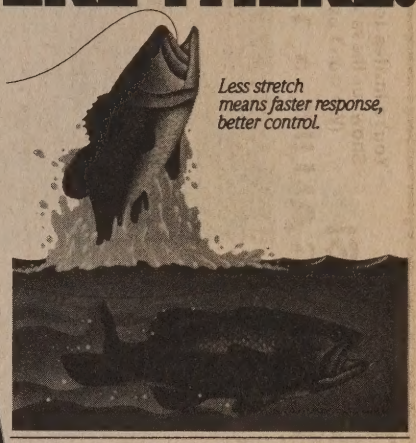
The reason? Prime has half the stretch of nylon monofilament in water. Action that gets lost in the stretch of regular line sends tremors of information back through Prime.

TWICE THE HOOKSETTING SPEED.

Low stretch also gives Prime extra-quick reflexes. With conventional nylon line, there's a lag between the sweep of the rod and the bite of the hook. With Prime, you set the hook. Right now. This split-second response time can mean the difference between hooking fish and losing them.







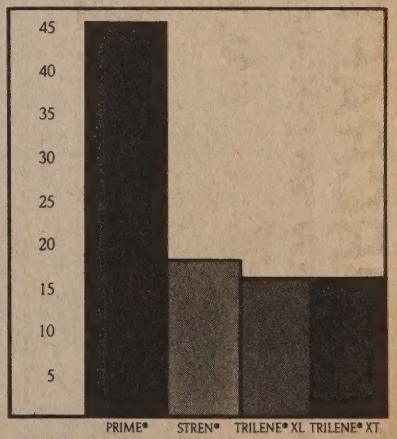
THREE TIMES THE HOOKSETTING POWER.

Prime is not only fast, it's powerful. With nearly three times more hooksetting power than the leading monofilaments. You can set the hook as well with 8-pound test Prime as you can with 20-pound mono.

What are the trade-offs?

None. Prime handles and casts beautifully. It's strong every way a line should be strong. It's tough. And it's visible, a soft fluorescent green.

Now you can re-explore your favorite water. Make your next cast with new ultra-sensitive Prime. And start fishing with feeling.



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contaminants.

The current five-year cooperative plan between Maryland and the Fish and Wildlife Service is expected to produce nearly two million stockable fish for the Bay. If initial stocking efforts prove effective, the Service may seek cooperative hatchery programs with other coastal states to augment sagging natural striped bass reproduction in those areas as well.

SAFE BOATING COURSE IN CITY ISLAND

A safe boating course will be given by the U.S. Coast Guard Auxiliary, starting on Wednesday, February 19th at 7:30 PM. The classes will be held weekly at Harlem Yacht Club, 417 Hunter Ave., City Island, N.Y. Subjects are boat handling, rules of the road, weather and knots. The cost is $25. If further information is needed, call Joe Burck at (212) 885-1667.

EAST END SURF CLUB ANNOUNCES '86 SLATE AND OPEN MEMBERSHIP

Recently the East End Surf Fishing Club of Riverhead held its annual elections. The results were:

Pres.: Barry Barth; 1st VP: Fran Painter; 2nd VP: Carl Czajkowski; 3rd VP: Glenn Just; and Secy: Brice Bucholz.

Directors: Stan Napela, Bob Galli, Rich Meola, Stan Lewandowski, Greg Bucholz, Mitch Etter, Don Santagato, Bob Fabb, Steve Kellner, and Pat Nestler.

The Club meets on the last Thursday of each month at 8PM at the Polish Hall in Riverhead, all are invited to attend. Inquiries on membership may be made at the meeting or writing to P.O. Box 848, Riverhead, NY 11901.

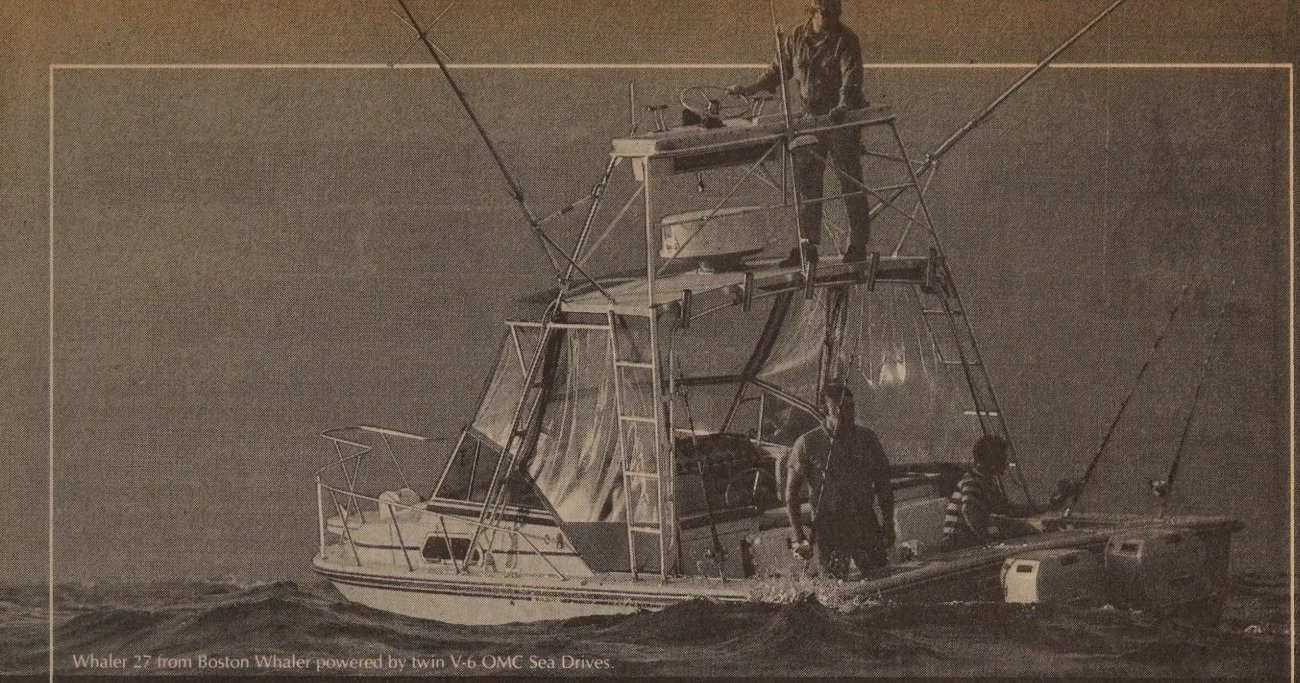
PENN '86 CATALOG NOW AVAILABLE

Penn Reel's 1986 catalog, complete with descriptions of over 100 fishing reels, downriggers and accessories, is now available to salt and fresh water anglers interested in quality tackle.

Included in this 56-page full color catalog are specifications on each Penn model as well as recommended uses for each family of reels, which will help anglers make the right purchase decisions.

New in this year's Penn catalog is the 250GR spinning reel, the only graphite rear drag reel engineered especially for saltwater; Penn's new Electric Fathom-Master downriggers; and the latest addition to the International family of the big game reels: the 50TW.

Also new this year is a separate full color catalog describing Penn's expansion into saltwater rods. With over 30 different models in five separate series, Penn's U.S.A.-made rods are a natural match with Penn reels in quality, performance and looks. New series include the luxurious International II and International rods, heavy



Whaler 27 from Boston Whaler powered by twin V-6 OMC Sea Drives.

THE ULTIMATE OFFSHORE FISHING POWER SYSTEM

The OMC Sea Drive® is a lot more than an outboard hung on a makeshift bracket. It's a totally integrated, completely engineered two-cycle power system specifically designed to be mounted outside the boat on a full transom.

The OMC Sea Drive is factory installed by the boat builder, not a bunch of parts assembled and rigged after the sale. There are no compromises, never have been.

The OMC Sea Drive is protected against water ingestion by an exclusive system of baffles and seals plus a special siphon pump. It has a Top Charge™ 35-amp alternator and VRO® oil injection.

The integral mounting assembly positions the powerhead higher above the water, delivers more useable trim and tilts higher than an outboard on a bracket. And, when it comes to quiet, the OMC Sea Drive is in a class by itself.

If you're the kind of person who won't compromise, experience the OMC Sea Drive today. It's been imitated, but never duplicated.

OMC Sea Drive

Another quality product from the world leader in marine power, Outboard Marine Corporation, makers of Johnson® outboards, Evinrude® outboards and OMC Cobra™ stern drives.

OMC 1•2 Extended PROTECTION PLAN

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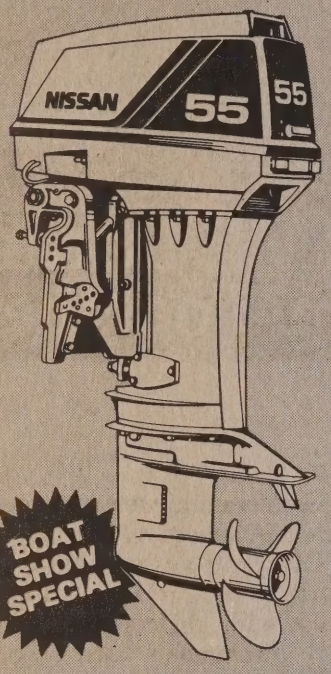
THE VALUE IS BUILT IN

Reliable, efficient features at a price you can afford. That's Nissan.

Outboards from 3.5-70 H.P.



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Some features are available only on certain models.

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SECRET FOR A HEALTHY HEART OR WHAT THE ESKIMOS ALREADY KNOW

Eskimos have baffled scientists for years. Their traditional diet in high in fat, high in protein and low in fruit, fiber and leafy, green vegetables. This appears to be a diet asking for heart disease, but the Greenland Eskimos have been found to have low cholesterol levels.

What is the secret? Their diet consists mainly of fish, seal and whale meat. The key to this diet lies in the highly unsaturated omego-3 fatty acids found in fish and marine animals.

Fatty acids are building blocks of all fats. Omega-3 refers to the unique chemical structure of the fatty acids found in many plants and animals from the sea.

The familiar polyunsaturated oil found primarily in vegetable oils from land plants are called Omega-6 fatty acids.

Several studies have suggested that Omega-3 fatty acids may protect against heart disease in three major ways:

Omega-3 fatty acids appear to make clotting factors in the blood less sticky and therefore blood is less likely to clot inappropriately inside the body.

Omega-3 fatty acids appear to lower blood fat levels, thereby decreasing the possibility of atherosclerosis, the build-up of fatty deposits in the arteries.

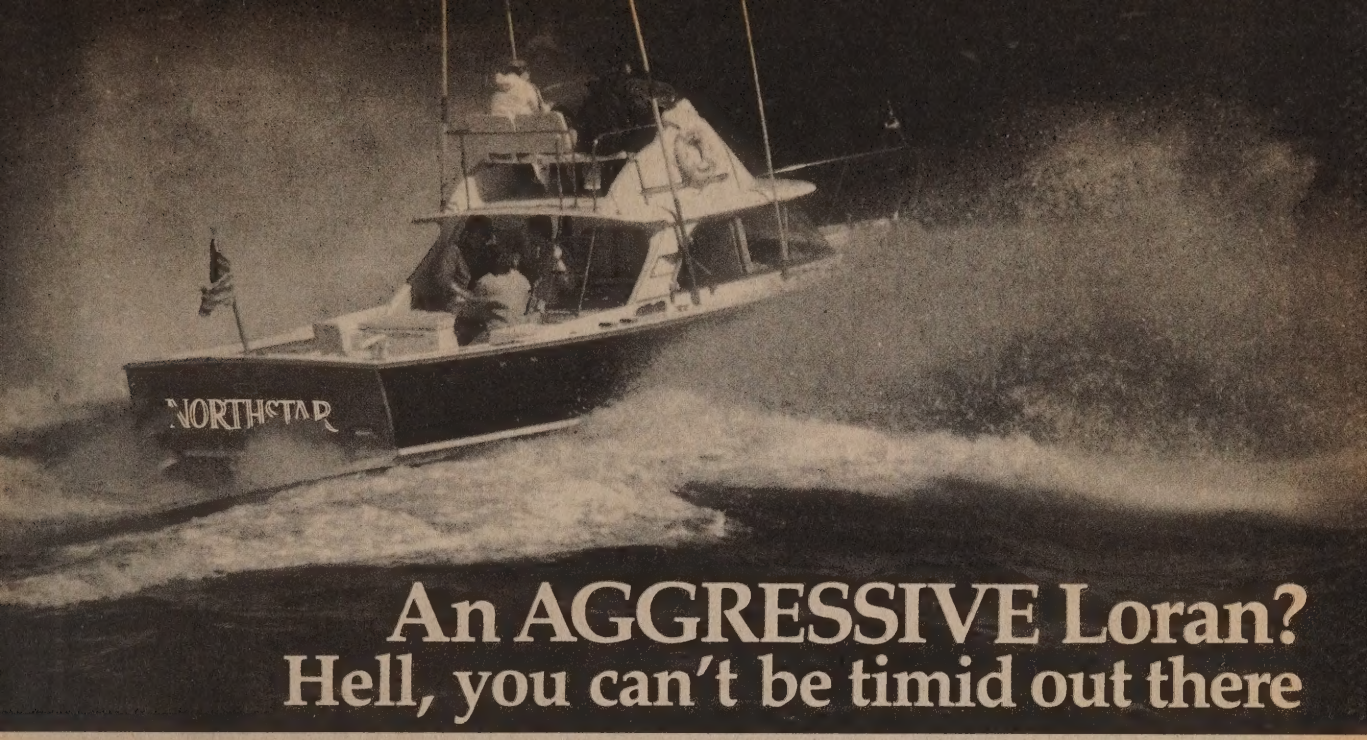
Omega-3 fatty acids may change the balance of fats and cholesterol in the blood.

Researchers have concluded that consumption of two seafood dishes per week may be beneficial in prevention of heart disease. Besides being a good source of Omega-3 fatty acids, seafood has other benefits. It is a good source of niacin, riboflavin and vitamins B6 and B12. Oysters provide calcium, iron, copper and zinc. Fluoride which is important for strong bones and teeth, is found in quantity in seafood. Seafood can also be a source of iodine and selenium.

Good sources of Omega-3 fatty acids are in fish with higher fat content.

- High-fat fish include salmon, mackerel, herring, anchovies, sardines, albacore tuna and trout. Medium fat fish include bluefin tuna, bluefish, halibut, mullet, red snapper, and swordfish.
- Low fat fish include cod, croaker, flounder, haddock, monkfish, sea bass, pike and whiting.

Shellfish are low in fat but contain relatively more Omega-3 fatty acids



An AGGRESSIVE Loran?
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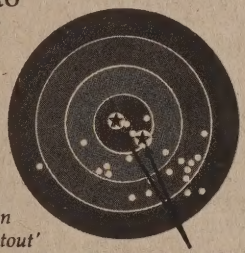
Northstar beats other Lorans hands down

Aggressive electronics? Put your hands on a Northstar, you can almost feel it *GRAB* those Loran-C signals, *GROWL* as it holds onto them, and crunch out the numbers to give exact position.

Dynamic Range makes it possible. Northstar receivers have a dynamic range of more than a trillion to one *(others can't come close)*. It's signal aquisition is very aggressive, capable of picking up signals where other Lorans can't.

High speed calculations. Other Lorans take from 1/2 to 2 minutes to calculate, Northstar calculates in REAL TIME, real fast *(that explains why close to 9 out of 10 race winners who use a Loran have a Northstar)*.

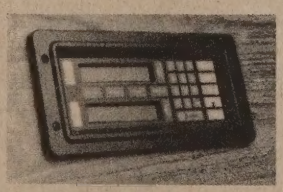


In a Loran 'shootout' with 12 other makes only Northstar hit the bullseye 2 out of 2 times.

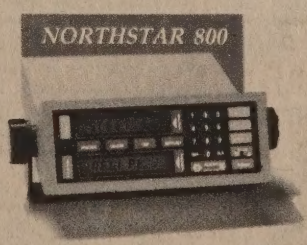
Spectrum-Tuned receiver eliminates interference. Only Northstar has it. A spectrum-tuned receiver that eliminates any off-vessel interference. Northstars also have a comprehensive interface capability with ALL types of electronic instruments used on board.

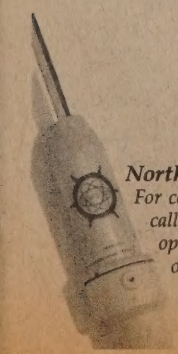
Aggressive and tough. Northstars ARE tough, the 800X is the ONLY Loran with completely waterproof control heads *(it can also run 2 control heads in parallel)*. All Northstars have a 3-year limited warranty *(F.O.B. Acton, Massachusetts)*, best in the industry.

Loran-C shoot out proves it. In an independent test of 13 Lorans, Northstar was the only Loran to hit the bullseye 2 out of 2 times. No surprise though. Northstars are built on the premise that when you need good navigation, close doesn't count.



NORTHSTAR 800X
with waterproof control head





Northstar Consumer Information
For complete information on DMEC products by mail, call any time toll free ***1-800-325-DMEC*** *& give our operator your name & address. In Massachusetts, or for technical help, call (617) 897-6600.*

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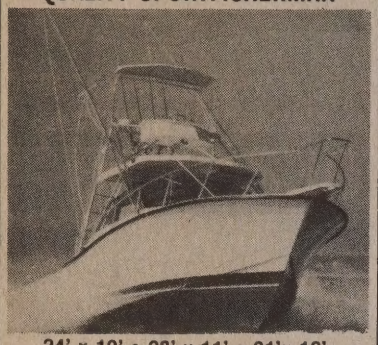

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than other low fat fish. Previously, shellfish were on the forbidden list for low cholesterol diets. New analysis of cholesterol content has lifted shellfish from the ban. Cholesterol levels in shellfish have been shown to be comparable to cholesterol levels in lean beef and poultry.

In addition, a recent study suggests that Omega-3 fatty acids in lobster, shrimp and crab may well neutralize any tendency to raise blood cholesterol even in people with high cholesterol. Therefore, shellfish can be eaten in 3 to 4 ounce quantities such as fish, foul, and meat are currently permitted on low cholesterol.

RIGHT FLY LINE FOR YOU BROCHURE BY SCIENTIFIC ANGLERS/3M

The 1985-86 edition of "The Right Fly Line for You," a free, full-color, 16-page brochure that is an invaluable reference for experienced and neophyte fly anglers alike, is now available from Scientific Anglers/3M.

Besides up-to-date product information (including descriptions of SA/3M's new fly lines and its new System II reel), "The Right Fly Line for You" contains a wealth of information on such subjects as the "systems approach" to fly fishing, performance capabilities for various types of lines, the rationale of fly line color selection, how and when to use sinking lines, and a discussion of the systems approach in choosing leaders.

Copies of "The Right Fly Line for You" are available from Scientific Anglers/3M dealers or directly from SA/3M. Address: Scientific Anglers/3M, Dept. LT85-11A, P.O. Box 3600, 3M Center, St. Paul, MN 55133-3600.

BERKLEY ESTABLISHES FUTURE FISHERMAN FOUNDATION

To promote sport fishing, Berkley recently formed the Future Fisherman Foundation.

According to Berkley president, Tom Bedell, "The Future Fisherman Foundation is a non-profit organization formed to promote participation in fishing and the wise use of aquatic resources."

Sharon Coe has been named the Executive Director of the foundation. Coe was Chief of Information and Education for the Tennessee Wildlife Resources Agency. She has a B.A. degree in Communications and an M.S. degree in WIldlife Management from Colorado State University.

Coe worked in the information and education section of the Tennessee Wildlife magazine. She is also president-elect of the Southeast Outdoor Press Association.

"It pleases me that the tackle industry, particularly Berkley, is investing in the future of fishing. I'm thrilled to be a part of such progress", Sharon Coe stated. She added, "It's vital that we show America's youth the fun of fishing and educate them on the importance of protecting our aquatic resources."

The Berkley Future Fisherman Foundation will interact with state and federal agencies, conservation organizations, outdoor writers, community and service groups, as well as private individuals who are interested in fishing as a sport.

NEW CLUB IN MASSAPEQUA

Pequa Anglers is a new club, with its base in Massapequa. We meet the 2nd and 4th Thursday of the month, at Newbridge Park Community room. We're looking for a few serious select fishermen, with or without boats, with emphasis on offshore fishing. Current membership is approximately 14 and boat sizes range from 20 to 29 feet. Our main interest will be in tuna and shark during season, with other species of fish following, in level of importance. This club will have fishing as its priority, not forming committees or making new rules.

If this kind of club appeals to you, please call Peter, 679-9021 or Rich, 799-3768.

RIGHT FLY LINE FOR YOU BROCHURE BY SCIENTIFIC ANGLERS/3M

The 1985-86 edition of "The Right Fly Line for You," a free, full-color, 16-page brochure that is an invaluable reference for experienced and neophyte fly anglers alike, is now available from Scientific Anglers/3M.

Besides up-to-date product information (including descriptions of SA/3M's new fly lines and its new System II reel), "The Right Fly Line for You" contains a wealth of information on such subjects as the "systems approach" to fly fishing, performance capabilities for various types of lines, the rationale of fly line color selection, how and when to use sinking lines, and a discussion of the systems approach in choosing leaders.

Copies of "The Right Fly Line for You" are available from Scientific Anglers/3M dealers or directly from SA/3M. Address: Scientific Anglers/3M, Dept. LT85-11A, P.O. Box 3600, 3M Center, St. Paul, MN 55133-3600.

VIDEO TEACHES COASTAL PILOTING

Video is a communications medium that has become widely recognized as a valuable learning device. The safe boating series, from Bennett Marine Video, is an excellent example. It consists of a number of instructional video cassettes now available to yachtsmen and boat owners.

The series includes a complete home study course, entitled "Coastal Piloting." It is designed specifically for the more successful boating enthusiasts, who cannot afford the time to attend a 6 to 10 week course.

The video tape discusses and demonstrates all information pertinent to cruising safely within sight of land. Examples of topics which are detailed in easy to follow, step-by-step lectures include nautical charts, using the compass, current diagrams and plotting tools, and the funda-

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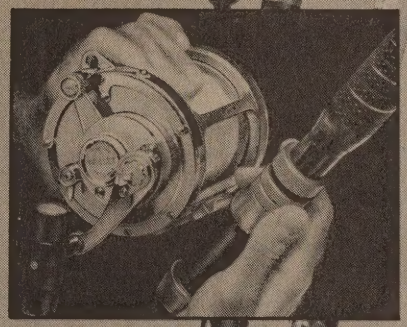

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These rugged new rods feature *P450 SuperGlass,™* Penn's newly-developed rod construction material that offers superior durability and strength, without adding any extra weight. Designed and built with the highest quality components, Penn rods will give you a lifetime of reliable use.

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To meet the needs of saltwater fishermen around the world, Penn has created five high-performance rod families: the *International®II,* featuring graphite-with-SuperGlass blanks, and *International®* IGFA class trolling rods; Penn's own *Senator®* class of heavy duty ocean rods; the *Power Stick™* series of West Coast-style rods; and the *Slammer™* series for East Coast-style fishing.

Reach For Fishing's Most Trusted Name
When you want quality and performance that will outlast an ocean of hard-fighting fish, reach for the rods with fishing's most legendary name . . . Penn. Send $1 for your color catalogs featuring Penn's new rods *and* reels for '86.

Penn rods feature **P450 SuperGlass™**

There are 5 new families of Penn rods (L-R): *International®II, International,® Senator,® Power Stick,™* and *Slammer.™*

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- We're just 10 minutes away from New York City, adjacent to exit 14B of the N.J. Turnpike.
- There's free parking for 7,500 cars.
- Close by are over 16 million people. Yet the park is spacious and green, 125 acres, surrounded on 3 sides by water.
- We're geared to display, indoors and outdoors, the very latest in boats, marine accessories and fishing gear — everything that lures boatsmen and fishermen.
- Demonstrations, seminars, and tips from boating and fishing experts.
- In addition to refreshments, a spectacular Seafood Festival at the Harborlights Restaurant awaits all patrons.

So if you're angling for boat lovers and fishermen, this is the show to sell 'em! But hurry, exhibit space is going fast. Phone or write . . .

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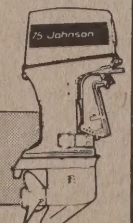

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mentals of dead reckoning. The tape explains how to solve Time/Speed/Distance problems, as well as correcting the course from compass to true. A special bonus section shows the step by step method of operating Loran C units to navigate.

Available in VHS and Beta formats, the Coastal Piloting safe boating course retails for $49.95.

From Bennett Marine Video, 730 Washington St., Marina Del Rey, CA 90292.

ATLANTIS ANGLERS FEBRUARY 25th MEETING

The Atlantis Anglers of Freeport will have Mr. Lou Rosado, Sr. of Edelman's as a guest speaker. He will talk about the Do's and Don'ts of Flounder Fishing. It should be a very informative evening. Any fisherman interested in joining the club are welcome. For information as to time and place, please call: Jay Ebbets, 516-766-4381 or Ralph Horowitz, 516-889-0931, after 7PM.

CATCH AND RELEASE

"Catch and Release" is catching on with serious fishermen. There are different ways to handle a fish, depending on the species, but it is agreed that the less you touch the fish, the better chance he has of living to fight another day. Black bass fishermen grasp the fish's lower jaw with their thumb, in his mouth, and the crook of their index finger. Lift the bass with a cock of your wrist; this paralyzes the fish temporarily, allowing you to remove the lure and release the fish back into the water. This fishing tip is courtesy of the Garcia pro staff team, which encourages you to spread the good word about "catch and release."

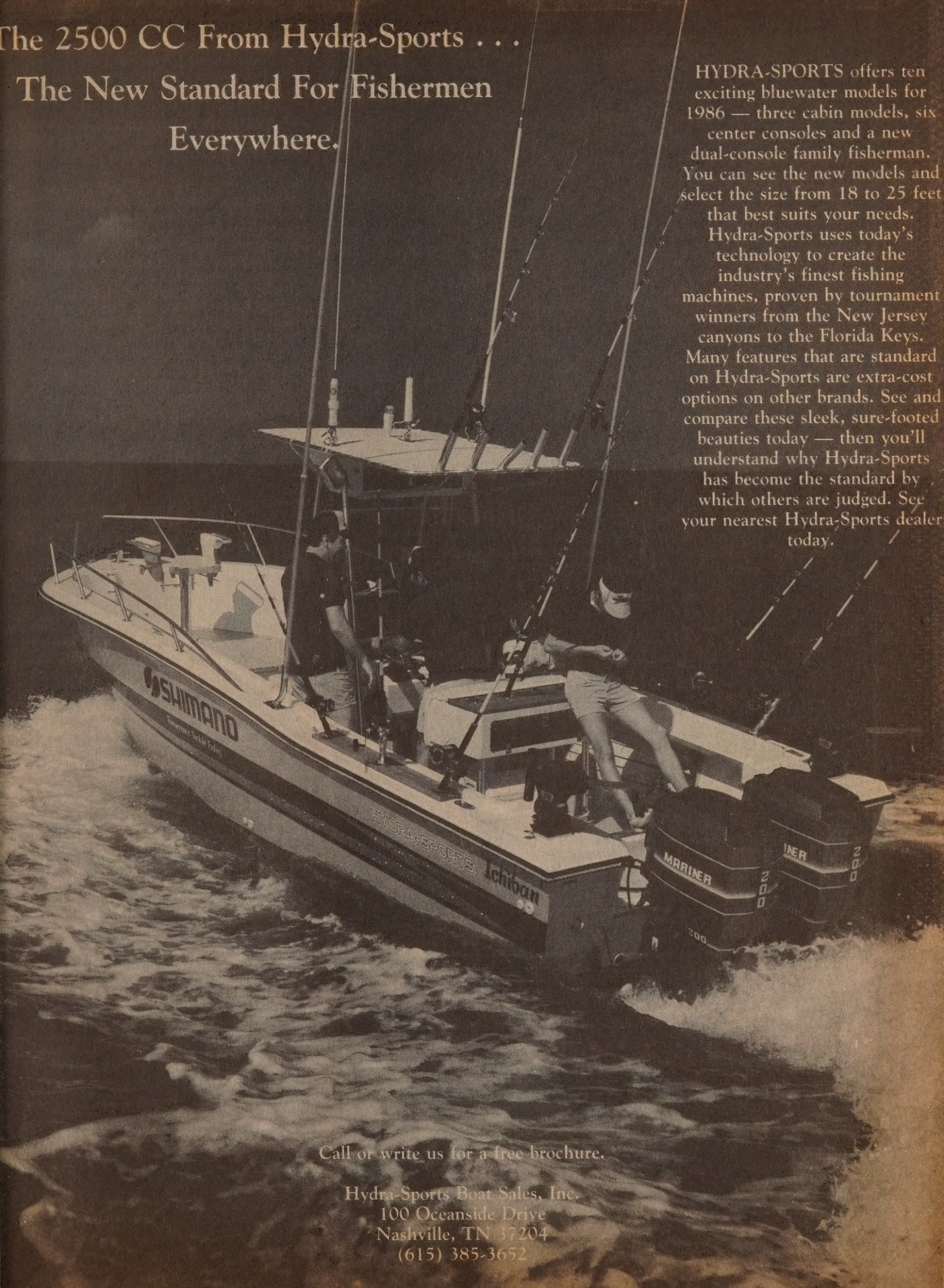
TESTS INDICATE OIL NOT THE CULPRIT IN CARBURETOR GUMMING: QUALITY OF GAS CITED AS IMPORTANT FACTOR

Does two-cycle motor oil contribute to carburetor "gumming" in outboard motors? That's an accusation that has been made by more than one mechanic over the years. More recently the idea has been used to tout the advantages of some automatic fuel blending systems on larger outboards that inject oil behind the carburetor.

Lubrication engineers at Outboard Marine Corporation, manufacturers of Johnson and Evinrude outboards, have long suspected that poor quality gasoline was the real culprit. To settle the matter, OMC went to the experts at Chevron Chemical Co. in San Francisco. Chevron Chemical manufactures many of the additives used to create modern modern two-cycle lubricants.

CHevron ran tests with 50:1 and 100:1 gas/oil ratios using leaded regular, lead-free regular, lead-free regular with methanol and lead-free regular with ethanol.

The results showed that in every instance the oxidation stability of the fuel/oil mixture was equal to or better than that of the same fuel alone, ac-



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cording to Howard Pollari, an OMC engineer.

"Chevron's tests indicate that the presence of TC-W-type outboard lubricant in gasoline would not increase its gum-forming tendency due to oxidation," said Pollari. "In fact it appears that additives found in quality outboard lubricants actually help to stabilize gasoline and reduce its gum-forming tendencies."

Gasoline gumming occurs when fuel absorbs oxygen, Pollari said. This is likely to happen when an outboard motor, or any kind of gasoline engine, is stored or idle for a long period of time. Thick, sticky deposits form as the fuel oxididzes, "gumming up" carburetor needle valves, jets and floats.

"The rate of oxidation really has a lot to do with the quality of the gasoline," said Pollari. "Refiners used to blend in greater amounts of the additives in gasoline which helped inhibit oxidation and lessen the tendency for gumming. However, as gasoline prices have risen in the past several years, many refiners have been adding less of these additives in an effort to keep costs down. I suspect that overall today's gasolines have a greater tendency to oxidize than gasoline available 15 years ago."

Pollari points out that gumming should not be a problem for any motor that's used regularly. "An outboard would have to sit unused for six to eight weeks before oxidation of fuel in the carburetor and engine becomes a problem," Pollari said.

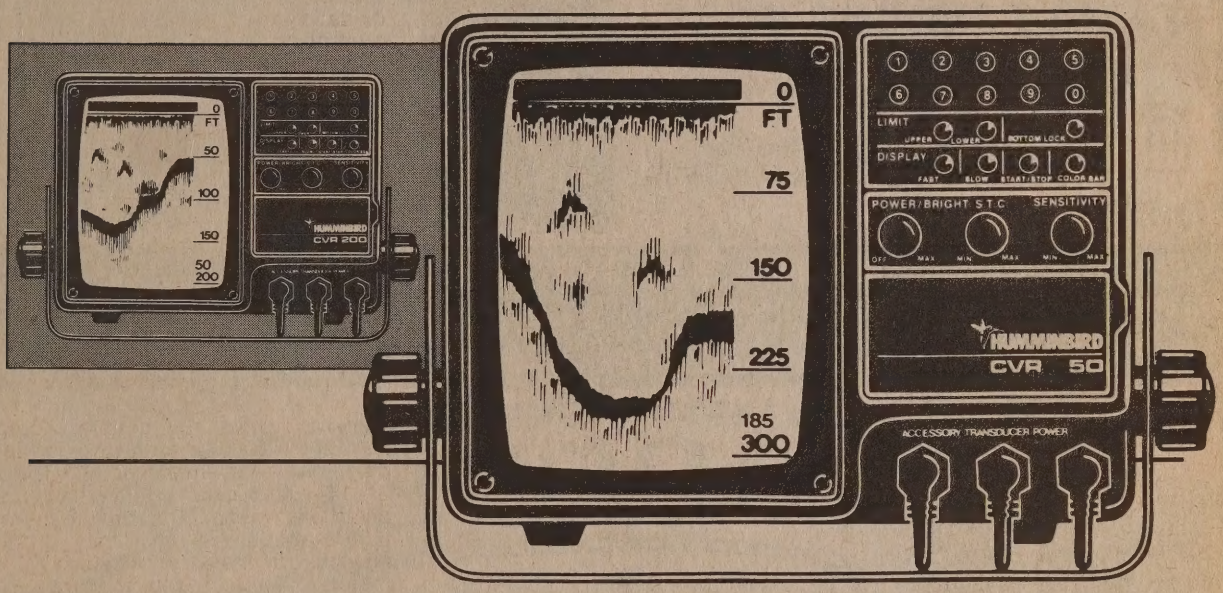
"If you know your motor is going to sit idle for awhile, adding a fuel stabilizer to the fuel supply should help eliminate the problem," Pollari said. "We recommend adding OMC 2+4 Fuel Conditioner to the fuel supply before storage. Run the motor for a little while to get the stabilized fuel into the carburetor before storing the motor. OMC 2+4 also helps absorb condensed moisture which can form during storage in some climates."

As a final piece of insurance, OMC advises boaters to buy quality gasoline and two-cycle lubricants developed specifically for marine use, like OMC's Johnson and Evinrude outboard lubricants. Most outboard warranties require the use of BIA-certified TW-C lubricants which contain special additives and base stocks selected to keep outboards operating efficiently and reliably.

1985-86 CATALOG AVAILABLE FROM ST. CROIX ROD

The new 20-page 1985-86 catalog from St. Croix Rod features more than 140 American made rods for lake, stream and saltwater fishing. It also includes a full selection of rod blanks in graphite, graphite composite and graphite reinforced fiberglass. Cost is $2. A St. Croix "Field Tester" cloth badge is included FREE with catalog. Dealers may receive catalog at no cost by written request on dealer letterhead. Write to: St. Croix Rod, St. Croix of Park Falls, Ltd., P.O. Box 279, Park Falls, WI 54552.

STEP UP TO COLOR.



So you're thinking about switching from your old graph recorder to a new color video unit. Good decision! Color video technology gives you much more information and better detail than any graph ever could. And, obviously, the one to buy is the one that's earned a reputation as the best on the market–Humminbird's CVR Color Video Recorder. Here's why everyone's talking about the CVR.

Humminbird's advanced microcomputer technology is responsible for a major breakthrough–a 50KHz depth sounder with clear detail and 3-inch target separation! The CVR 50™ has a narrower pulse length for resolution that's as good as or better than units of any frequency on the market today, even down to its maximum depth of 2,000 feet! And the wide-angle transducer provides more bottom coverage and easier tracking of down-riggers. With the CVR 50, 50KHz operation means superior accuracy and deep-water performance.

Also available is the CVR 200,™ Humminbird's 200KHz model, with the same exceptional target detail to a maximum depth of 1,000 feet.

Both compact CVR models are literally packed with easy-to-learn, fun-to-use features. The sharp, 8-inch-diagonal CRT screen has eight different colors to give you more information than any paper graph, by showing you where the fish are **and** how big they are. Variable zoom, bottom-lock and depth ranges can be set for feet, meters or fathoms.

All these features, without the expense or mess of paper–plus, for those who prefer to keep readings for later reference, there's Humminbird's new Tape Interface, for recording readings on a stereo cassette tape recorder for later playback.

Humminbird is now making more CVRs than ever, and now is the best time to buy–before the spring rush! Step up to color... Step up to the best... Humminbird's CVR!

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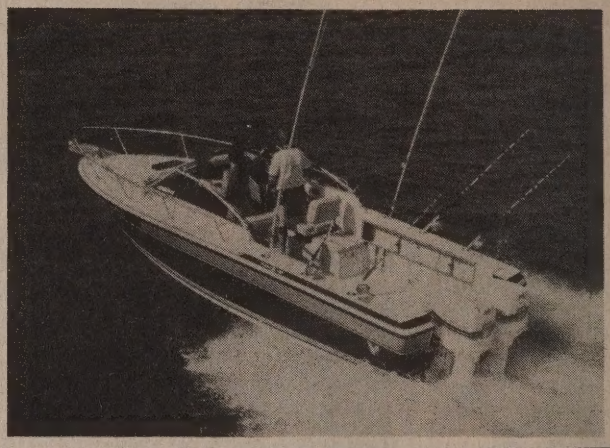

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OUTBOARD DEEP-VEE

The big, new breed of outboards were introduced last year and already are proven performers. Last year's Walker's Cay crossing was escorted by two 28's, the inboard and the outboard. With a length of 28' 5" and a beam of 9' 10" she'll handle any sea beautifully. The 284 is the center console model which enables you to mount all the latest electronic equipment on the large console. The cuddy cabin provides plenty of storage for gear and rods. There is room to sleep two and also space for an optional head. The 285 offers a unique layout in which you have a port and starboard console. The port console serves as a rigging station. The standard consoles have seats in front. For an optional charge you can get couch seating in front of the console to the forward bulkhead. This couch seating is in excess of 6' and comes in handy for those long fishing trips or those leisurely cruises. 300 gallons of fuel and rated for 600 hp. Large fishboxes and live-well in stern, all with drainage and circulating pumps. Plenty of rod storage and loads of room for a fighting chair or rocket launcher. Again, on our trip to Walker's Cay and also Treasure Cay, we put 800 miles of running, cruising and fishing on the 28's over a two week period. The overall performance, handling and comfort was outstanding. It spoils you for anything else. The 28's are here. The toughest thing for you is to decide how you want it laid out and which model. Either way, you win! Quality is alive and well at Mako.

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NEW PRODUCTS

LOWRANCE 3200 IS WORLD'S MOST ACCURATE DEPTHSOUNDER

Amazing, that's the best word to describe the new Lowrance 3200 digital depthsounder, the most accurate of its kind in the world.

A tiny, yet highly sophisticated computer inside the unit allows a lengthy list of features never offered previously in such a small package.

At the top is the fact that the unit can read in one-tenth of a foot increments, even at fast speeds, giving a perfect bottom reading at all times.

The large LCD display is backlighted for easy night reading, and can be read instantly in the brightest sunlight.

If a boat racing through rough seas or waves leave the water's surface, the unit locks in on the last foot setting registered and resumes operation when the boat contacts water again, with split-second accuracy.

It is so flexible that at trolling speeds, it can read to 700 feet, or to 400 feet or more in five-foot swells at 45 to 50 miles an hour.

It will measure in feet, fathoms or meters, with the touch of a button, and will provide ideal "anchor watch" for any type or size of boat or sail craft. Equipped with both deep and shallow alarm settings (audible or visual at the operator's choice) it will give instant alert of any change in water level which might run a boat aground or cause it to drift dangerously into deeper water.

The same features can be utilized, also, for following a contour line when navigating or fishing for billfish.

The unit is not a fish finder, however. In fact, its computer signals will bypass fish to constantly show a true bottom reading.

The Model 3200 also has a companion unit, called a "slave terminal" (Model R-3200), with the same features as the 3200. It is designed for larger craft where it is advantageous to have two digital readout units—one in the pilot house and a second on the flying bridge. Also, some small craft owners use one unit on the steering console and one in the bow.

The slave unit operates off the same transducer and transmitter-receiver of the Model 3200, but has its own microprocessor and independently displays depth, alarm settings and other functions.

The new units boast 300 watts of peak to peak power, and are companion to other digital units produced by Lowrance, including the famous in-dash Model 3600 and the Model 3100 which was introduced in early 1984.

The Model 3200 measures only five inches high (including gimbal bracket) six inches deep and 6-3/8 inches wide, just right for small console, bulkhead or wall mounting.

All Lowrance units are made of high impact material, to withstand the roughest of wear and weather. The 3200 and R-3200 have a full one-year warranty.

For more information, and a catalog on all Lowrance products for 1985, contact the Public Relations Department, Lowrance Electronics, Inc., 12000 E. Skelly Drive, Tulsa, OK 74128.

SUZUKI 140 AND 115 HORSEPOWER OUTBOARDS

Major design improvements to Suzuki's high performance DT140 and DT115 outboard motors include computerized ignition, a higher-capacity alternator and a new monitoring system for 1986.

Both engines are in-line, four cylinder models displacing 108.2 cubic inches (1,773 cubic centimeters).

The new IC-controlled ignition has a circuit board that provides precisely the right ignition timing for any operating situation without the moving parts and manual adjustments required by mechanical timing-control systems. The result is increased performance and reliabilty.

The charging system has been further upgraded with a new 200 watt alternator with voltage regulator.

The new Suzuki Monitoring System provides the pilot with comprehensive, at a glance operating information. Engine overrevolution, oil level and cooling system status are shown on a single 2½ inch diameter dash display.

Suzuki's 1986 DT140 and DT115 outboards are available in two color combinations, either grey with black and gold graphics or white with burgundy graphics. Suzuki is the only outboard manufacturer to offer color options.

Both engines feature oil injection, pioneered by Suzuki. Other standard features include an over-rev limiter, dual water intake, loop-charge fuel induction, stainless steel water pump housing, power trim and tilt, and a trim gauge.

Noise reduction features include a special water blanket that insulates the exhaust and hushes engine sounds. An engine shearmount system, spiral bevel gears and a foam filled motor hood are also standard noise reduction features.

Each model is available in either the standard 20 inch length or an extra long 25 inch shaft. The 25 inch

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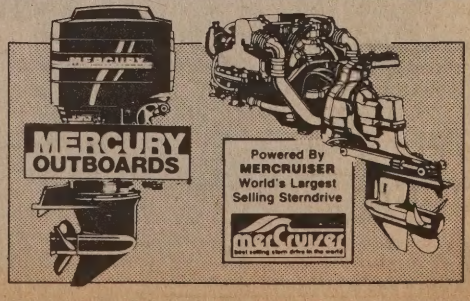

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130	$699.

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113H 4/0	$69.

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714Z	$29.95
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model weighs 383 pounds and the 20 inch model is 370 pounds.

Suzuki Outboards is a recognized industry leader in technical innovation and introduced oil injection for outboard engines in 1980. The company now markets 19 models ranging from 2 to 200 hp, including the Suzuki Super-Six, which is designed especially for bass fishermen. Suzuki outboards are noted for exceptional durabilty and feature loop-charge fuel induction on all models.

For further information contact: Outboard Sales Department, U.S. Suzuki Motor Corp., 3251 E. Imperial Highway, Brea, CA 92621-6722. Telephone: 1-800-854-4683. In California, (714) 996-7040.

TELESCAN 2000 COLOR VIDEO FISH FINDING SONAR FROM RAY JEFFERSON

The crisp, brilliant color and excellent definition of the Ray Jefferson Telescan 2000 provide a constant color picture of the bottom, underwater structure, dropoffs, schools of fish and even single fish in seven vivid, distinct colors on a large, bright CRT readout tube. The well-defined display makes fish schools and strays clearly identifiable on the screen in bright color images. You can locate fish, estimate size and follow movements accurately with the combination of the color display and the many exclusive Telescan 2000 features.

Signals from the transducer are displayed in seven colors: red, orange, yellow, green, dark blue, light blue and white. The stronger the intensity of the signal, the brighter the color. Example, a bright red splash of color would indicate a large fish directly under the boat. The bottom would also be indicated by a red line. As the intensity of the signal decreases, the colors would vary from red to orange to yellow, green, dark blue, light blue and white.

The unit features a selection of six basic depth ranges: 0-30', 0-60', 0-120', 0-240', 0-480' and 0-960'. The ranges are selected by a touch of the waterproof touch-tone membrane keypad. The depth ranges are displayed in easy to read numbers on the left side of the screen where they do not interfere with the picture as it moves from right to left. The range scales are displayed as dash lines which divide the CRT screen display into depth zones. All lines and numbers are in the background and add a third dimension to the viewing. The range lines may be removed from the screen at the touch of a button for clutter free viewing.

A special feature of the Telescan 2000 is a digital depth readout which appears directly on the screen at a touch on a keypad, providing constant access to water depth under the keel.

In addition to the six basic ranges, the unit features a zoom control which can "zoom" in on the screen and expand either the top half or the bottom half of the screen to cover the

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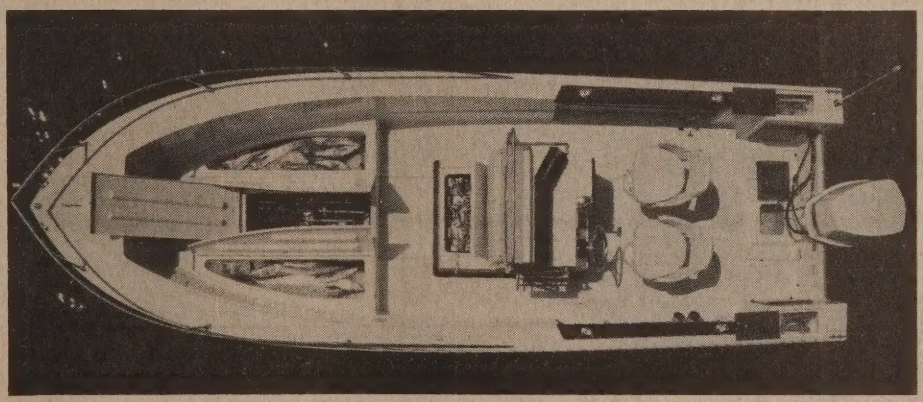

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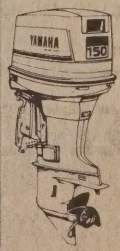

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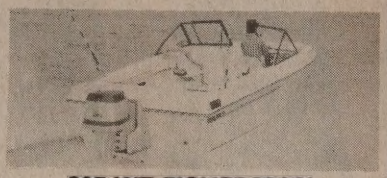

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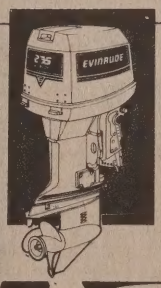

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full screen.

For example: In the 0-60' range, touch the "up" zoom keypad and enlarge all the information in the 0-30' range to fill the screen. Touch the "down" zoom keypad and fill the screen with the view from 30-60'.

This adds another six top and six bottom ranges to the Telescane 2000. Want a closer look? In the "up" zoom, the image may be enlarged again to fill the screen with the view from 0-15'. However, when the zoom is in the 0-15' range, it cannot be zoomed any further. This feature adds an additional 5 ranges to the unit's capability. The use of the "zoom" feature allows the viewer to select from a variety of possible pictures and expanded pictures in the six basic depth ranges.

Another outstanding feature is the new Automatic Ranging, which assures constant depth readings. If the transducer measures a depth out of the preset range, the unit automatically switches to the correct range so that readings are displayed without interruption.

Another exclusive new feature of the unit is an Automatic Tracking speed in addition to the four standard sweep speeds. The Automatic Tracking feature matches the speed of the display to the speed of the boat and shows the bottom conditions in exact corespondence with the movement of the boat. If it is desirable to examine a specific display, simply touch the "stop" button on the keypad and "freeze-frame" the picture.

The Telescan 2000 features a dual alarm system. When activated, an electronic graph appears on the right side of the viewing screen. The operator can select minimum and maximum depth levels as desired. Set the top alarm to an desired depth and the operator is able to "hear" by audible alarm any fish that breaks the beam. Set the bottom alarm at a depth below that of the actual bottom and the operator is alerted audibly to "dropoffs" and honey holes. This feature also allows the operator to set an "Anchor Alert" window to monitor any changes in water depth when at anchor.

Included in the unit is a surface water thermometer which displays surface water temperature in tenths of degrees farenheit at the touch of a button on the CRT display tube.

A speed indicator CRT display shows the boat speed in MPH and is calibrated in tenth (1/10th) of a mile increments. With these two features, the operator can monitor trolling speed, read the surface temperature and see everything that is happening under the boat almost simultaneously.

Also new is a cumulative trip log tied into the speed indicator which records and displays distances traveled in a CRT readout on the bottom of the face of the unit. The log is cleared when the power is disconnected.

The Telescan 2000 is more accurate than expensive chart recorders and eliminates the need for rolls of

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797 LORAN

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9 waypoint memory. Audible proximity alarm. Positions displayed in both T.D.'s or Lat/Lon. Built-in ComPuNav course computer provides three selectable steering displays including cross track error, time, distance and bearing to go, boat's heading, course and speed made good. Three pre-set notch filters. NMEA-0182 Data output. Complete with antenna coupler.

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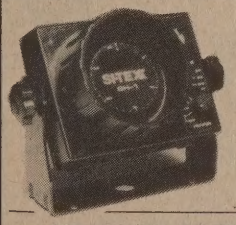
EZ-7 LORAN



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Using a flasher doesn't get any easier than this. Just turn it on pick your range and you're set. Three calibrated depth ranges 0-30', 0-60' and 0-120'. Si-Tex quality and a truly amazing Shane's Special. Complete with transducer.

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HE 203 MK II MINIATURE CHART RECORDER

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HE 705A COMPACT COLOR SOUNDER

Now you can own a commercial fisherman's machine!

Big 10" picture delivers a bright, colorful display of underwater information. Just five simple touch controls makes this the easiest-to-use color sounder. Features like range scale selector to 2000 ft., mid-range scale expansion, bottom anywhere, bottom lock expansion, auto shift bottom tracking, digital depth readouts and split-screen presentation give the operator total flexibility. 500 watt output switchable to 250 or 50 watts. Complete with thru-hull transducer.

List $1,495.00 **Boat Show Special $1,050.00**

THE DL-1

Dynamite Digital with easy to read display and alarm.

The DL-1 may be small, but its big black numbers tell you the precise depth beneath your boat in a quick glance. Range is from 2½' to 199'. Depths of less than 10 feet are accurate within two-tenths of a foot. Alarm can be set at either four or eight feet. Complete with transom mount trasducer.

List $299.00 **Boat Show Special $175.95**

FL-8 FLASHER

THE FL-8 FLASHER

Super Bright 3 Color Flasher

Electronically discriminates return echoes to flash 3 distinct colors. Strong echoes flash red, weaker flash orange or green. 4 ranges 0-30, 0-60 feet or fathoms. Adjustable audible alarm. Impressive 50 watts output. Complete with transom transducer. (Available with bronze thru-hull transducer).

List $279.00 **Boat Show Special $149.95**

THE FL-7 FLASHER

Low Cost, High Performance, Five Range Depth Finder

You can't beat the performance, versatility and affordability of the Si-Tex FL-7 flasher. Power output is an amazing 50 watts. You get five depth ranges from 0-30' to 0-480'. Audible alarm is adjustable over all five ranges. Complete with transom mount transducer.

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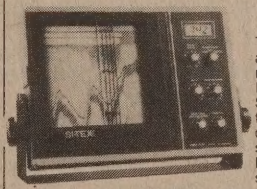
HE 301E - 6" 500 WATT RECORDER



If you run offshore this 500 watt machine is the answer!

The world's only 6" cassette loading recorder available with digital depth readout. 7 depth ranges from 0-12' down to 1200 ft. 500 watts RMS output can be trimmed to 200 watts. Scale expansion, and bottom anywhere puts the bottom and fish where you want on the chart. Bottom lock control locks transducer signal to the bottom. Most effective in locating bottom fish. Controls for paper speed, printing density, gain, pulse lengths, event marker, STC. Complete with 200KHz transom transducer. (Available with bronze thru hull transducer.)

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RD 21-30	3000 lb. (Brakes Add'l)	$1510.
RD 21-36	3600 lb. (Brakes Add'l)	$1600.
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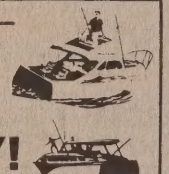

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costly chart paper. The unit is rugged, compact and designed for marine use. The controls feature a waterproof keypad with touch tone for range selection, up and down zoom, water temperature, boat speed, distance log and range selector. The keypad is backlighted for night viewing. There are are controls for gain, sweep speed and freeze frame, upper and lower audible alarm and brightness.

The tri-transducer includes the surface water temperature probe and a built-in turbine for speed indication and distance measurement.

The Ray Jefferson Telescan 2000 comes with a detachable sun hood, clear plastic protective see through cover, gimbal mounting bracket, tri-transducer transom mounting bracket, 20 ft. of transducer cable and a detachable power cord.

The unit carries a manufacturer's list price of $1099.95.

For further information, contact Ray Jefferson, Main & Cotton Streets, Philadelphia, PA 19127, (215) 487-2800. Ray Jefferson is a division of Jetronic Industries, Inc., a diversified manufacturer listed on the American Stock Exchange.

STEARNS' COLD WATER SURVIVAL SUITS

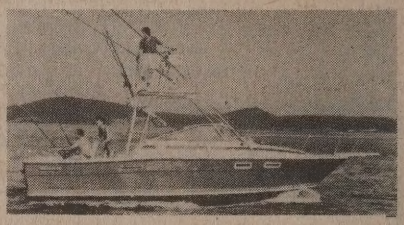
Fishing or cruising in a cold climate can be hazardous, but not if you're wearing the Stearns IFS-580 flotation suit. This full length coverall style is specially designed to permit freedom of movement, yet provide ample flotation as well as EHP: Extended Hypothermia Protection in the event of an emergency situation.

The Stearns IFS-580 flotation suit is Type V U.S. Coast Guard Approved and has passed rigid tests at the University of Minnesota Hypothermia Laboratory. Made of high strength nylon, the suit is filled with Ensolite® flotation material which covers a person's thighs, upper body and arms. By pulling tight the take-up straps around wrists and thighs, hypothermia protection becomes immediate and it reacts much like a "wet suit." Body heat retention is extended in water to allow more rescue time if needed.

Other features of the suit include a neoprene hood with an inflatable head support, Vislon zippers, solas grade reflective tape, ample pocket space and double layers of fabric on knees and seat areas. It's available in Industrial Safety Orange in sizes Extra Small, Small, Medium, Large, Extra Large and Extra Extra-Large.

According to a Stearns spokesman, the IFS-580 is a companion product to the firm's popular ISS-590 Cold Water Survival Suit. The latter suit is designed strictly for emergecy use for vessel abandonment. This suit is made of closed-cell neoprene designed to cover the entire body, providing buoyancy and hypothermia protection. When worn over normal clothing, the suit provides a minimum of Extended Hypothermia Protection of six hours in 35 degree water. It's available in International Safety Orange in Universal Size (persons from 110 to 330 lbs.), Jumbo Size (persons over 330 lbs.) and Childs size (persons 44 to 110 lbs.).

For more information about either or both Stearns survival suits, contact Joseph Kurpis, Vice President, Stearns Manufacturing Company, P.O. Box 1498, St. Cloud, Minnesota 56302, U.S.A.



BAYLINER MARINE CORPORATION POWER BOATS FROM 14 TO 45 FEET

Thirty-three pleasure boats from 14 to 45 feet make up Bayliner's 1986 model year line-up. With a range of boats for many diverse on-water activities, Bayliner provides completely equipped packages for fishing, cruising, skiing and fun-seeking. Distinguishing features of Bayliner boats are high quality construction, innovative design, roominess and extensive lists of equipment included as standard fare.

Priced from under $4,695 to just under $230,000 f.o.b. factory, nearly 150,000 Bayliner models are now in use worldwide.

The Trophy line is divided into two categories; lakeland and offshore fishing. Three bass boats from 14 to 18 feet are equipped with Force outboard engines and custom Escort trailers. Items such as aerated livewells, flashers, pedestal casting seats, AM/FM cassette stereos and electric trolling motors are included as standard equipment on the 1710 and 1810 models. The 1410 Trophy, although the smallest and most affordable Bayliner fishboat, boasts many of these valuable items too. The 1810 in new for 1986. These Trophy bass boats range from approximately $5,100 to $9,500 f.o.b. factory.

Seven offshore Trophy sportfishing rigs range from 19 to 34 feet with the 2560 and 3460 Trophy models' new design introductions for the 1986 model year. Bayliner's brawny offshore models are equipped with the best fishing conveniences at hand.

As with the smaller Trophy fishboats, the offshore series is loaded with such items as fishfinder depth sounders, rod racks and holders, built-in tackle boxes, CB radios and more. All cuddy models 21 feet and up offer comfortable cruising accomodations. Skiff and hardtop versions of nearly every model are available, bringing the actual number of Trophy offshore con-

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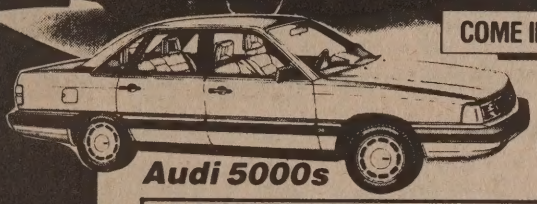

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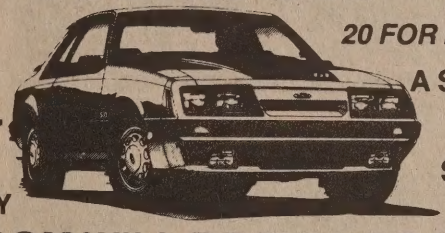

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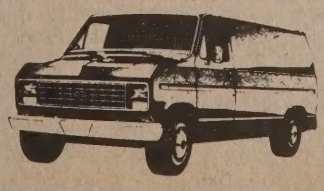

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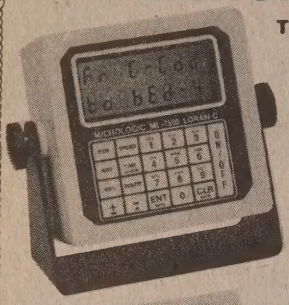

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- Autopilot output is standard equipment (NMEA0180)
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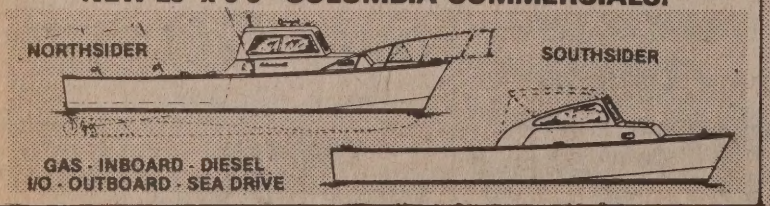

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figurations to 11.

The 3460 Trophy convertible was made for those who relish offshore fishing with the best comfort and conveniences at hand. In the deep non-skid cockpit with transom gate, the following fishing amenities are included: A bait station with an insulated livewell and sink; two large fishwells; rod stowage and holders; a raw water washdown system; and three large scuppers. Interior features include teak appointments, designer upholstery and other comfortable cruising accomodations. Two private staterooms, a fully equipped galley, and head with shower make for comfortable cruising. The dinette offers a 360 degree view and a third berth if desired.

The 2560 is a new design, featuring a command bridge helm and a roomy cruising interior. The Bayliner design team has tucked two staterooms into this model, along with a full galley, head, and a dinette that can be converted into a third berth. Offshore Trophies range from approximately $10,295 to $85,095 f.o.b. factory.

SPURS LINE AND WEED CUTTER FOR I/O AND OUTBOARD UNITS

Spurs Marine Manufacturing has introduced a line, net and weed cutter for I/O and outboard motors. "Spurs" work continuously to end the common problem of entanglement and propeller fouling. Speed or engine efficiency is not hampered.

Spurs cutters have been popular among operators of inboard boats for several years. They have now been designed to fit I/O and outboard requirements, making them suitable for recreational and commercial boaters.

The Spurs cutter fis on the prop shaft betwen the engine's lower end and the propeller. The unit features one stationary blade, held in place by a V-slot wedge which fits against the lower engine housing. One rotary cutter with three blades is affixed to the shaft. The winding movement of the prop feeds any line or weeds directly into the Spurs cutter blades. A scissor action is created and the line is cut instantly with each shaft revolution, thereby avoiding entanglement and subsequent seat and gear box failure. This process is automatic, and cuts only the line and weeds which pose a direct threat to the propeller's operation. It works in both forward and reverse.

Don Govan, president of the Ft. Lauderdale Company, notes that engine problems are often incurred by entanglement. "The first thing mechanics do is remove the prop and look for a wad of monofilament fishing line wrapped around the shaft. When line is found, chances are good that it has sliced into the prop shaft seal and worn down the shaft. That results in a loss of gear case oil." So, in addition to eliminating the hassle of propeller fouling, Spurs prevents expensive repairs.

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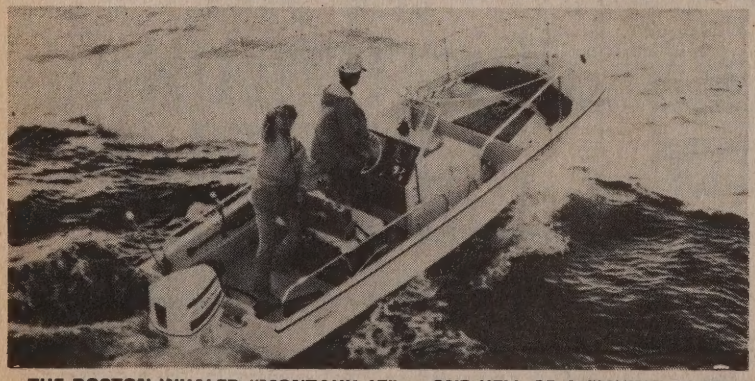

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hardened stainless steel and rotates on a water lubricated bearing material. The blades never need resharpening. With a simple bearing change annually, the unit should last indefinitely.

The Spurs cutter is easily adaptable to any propeller, requiring only slight modifications. It can also be purchased with a propeller, as a matched set.

Further information and a brochure are available from Spurs Marine Manufacturing, P.O. Box 350246, Ft. Lauderdale, FL 33335.

OMC DRIVE SYSTEMS UNVEILS NEW STERN DRIVE BOATING POWER

OMC Drive Systems, a product group of Outboard Marine Corporation, has unveiled its new OMC Cobra stern drive, a product in development for two years.

Company officials said they believed the new marine power unit would prove more durable, more corrosion resistent, and easier to service than any other inboard-outboard unit. The installation procedure, similar to that for competitive models, will improve the boat builder's economy of scale since he will not have to build separate boat models to accommodate various competitive stern drive models, OMC said.

"The OMC Cobra stern drive is the result of a coordinated marketing, engineering and manufacturing effort," said Bill Ek, manager of OMC Drive Systems. "We started with a clean slate. We talked to the boat builders. We talked to their customers. Then we designed the product from scratch and built a new plant (in Lexington, TN) to manufacture this stern drive. From the inside out it's all new, it looks great, and it's definitely a superior product."

Ek said OMC engineers worked to make the OMC Cobra an improvement in every area of current stern drive technology.

"To improve durability, our engineers developed a drive coupling and a unique floating vertical drive shaft. The drive shaft and splines are immersed in oil.

Serviceability has long been a problem on many stern drives. Because they started with a clean piece of paper, OMC engineers say they were able to design serviceability in from the start. The water pump is located at the top of the vertical drive housing where it can be changed, even while the boat is in the water, by removing only six screws.

The gimbal ring was designed so that it may be serviced without removing the engine, as in the case on some other stern drive units.

OMC said boat owners want to be able to work on their own engines, so the OMC Cobra does not use electronic ignition. It has user friendly points, rotor and condenser.

Marine mechanics will appreciate stainless steel Helicoil threaded inserts in the upper gearcase, exhaust housing and transom mount assembly which will prevent corrosion and speed up repairs.

Ek pointed to a sophisticated new paint process, extra anode protection and the extra tilt angle of the OMC Cobra as ways OMC sought to fight corrosion.

"OMC Cobra has increased the number of anodes for improved protection, including a new anode inside the gear case housing to protect the aluminum outdrive housing from corrosion, especially in salt water," Ek said.

OMC didn't plan the OMC Cobra stern drive with just the boater in mind, Ek said. The needs of the boat builder were considered too.

"Boat builers wanted a new stern drive that fit the boat they were already building," Ek said. The transom cut-out and bolt pattern are the same as for Mercruiser. The wiring harnesses are compatible with Mercruiser. The transom structure and the stringer height are also the same."

All hydraulic lines are hidden, to give the OMC Cobra a "cleaner" look and make it less susceptible to damage. OMC Cobra trims and tilts a full 56 degrees on a 13 degree transom through a one buttom trim-and-tilt switch on the OMC Cobra control. Unlike some other stern drives, OMC Cobra can be operated in any trim position, as long as the prop is in the water, an advantage for boaters operating in shallow water.

"The OMC Cobra stern drive incorporates improvements in design and manufacturing that will give the owner a new level of performance, durability, and ease of service," said Ek. "We are clearly ahead of the competition."

OMC Drive Systems held a week-long conference in Port St. Lucie, Florida, June 2-7, to demonstrate the OMC Cobra stern drive to boat builders and marine dealers.

Ek said the OMC Cobra stern drive would be offered in six basic models in four, six and eight cylinder configurations, with horsepower ranging from a compact 120 to 260.

The top of the line V8s are marine modified from Chevrolet's 350 and 305 cubic inch powerhorses, and are rated at 260 and 230 hp. Power steering is standard.

Where ample power is required but space is limited OMC offers the OMC Cobra in two V6 models, a 205-rated four barrel and a 175-rated two barrel, with power steering standard. The OMC V6 engine is four inches shorter, two inches narrower, and more than 100 pounds lighter than the OMC V8 and more compact than some competitive V6 engines.

Smaller, lighter boats have an OMC Cobra stern drive option in two four-in-line four-cylinder models rated at 120 and 140 hp. Power steering is optional on these models. Like their big brothers, the four-cylinders have a 42 amp alternator to power a full complement of electronics and instrumentation.

255 FAMILY FISHERMAN FROM STAMAS

The new 255 Family Fisherman from Stamas is a versatile deep V performer that offers the serious angler everything he could want plus below-deck accomodations, styling and trailerability.

The spacious cockpit has two bait wells, three insulated fish wells and an extra deep cockpit sole fish well. Rod holders and racks hold up to 14 rods. Port and starboard tackle boxes keep rigs organized and ready to go.

The comfortable forward cabin has a Euro-styled interior with 6' 2" headroom, a modern galley, large V-berths, hydraulic hi-lo dinette and an enclosed stand-up head with vanity.

Power options are single I/O, single

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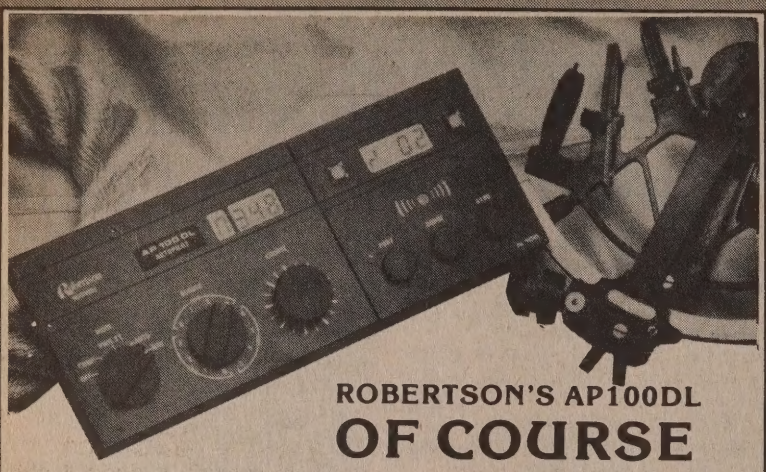

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or twin Sea Drives, or the Stamas Outboard Dive Platform (Pat. Pending) which accommodates single or twin outboards. The Outboard Dive Platform allows more efficient use of boat space and reduces engine noise. Additionally, its molded extensions serve as dive platforms with grab rails. Length overall including pulpit is 27' 3" with a beam of 8' 6".

For more information, contact Stamas Yacht, Inc., 300 Pampas Avenue, Tarpon Springs, FL 33589 or call toll free 1-800-782-6271 National; 1-800-782-6272 in Florida.

LCR 4000D FROM HUMMINBIRD

Humminbird proudly presents the LCR 4000D Deep Water, the deep-water version of the LCR 4000 that's taking America by storm! The LCR 4000D Deep Water operates at 50KHz for superior deep-water performance, without sacrificing the computer-controlled accuracy that made the LCR series a best seller.

The LCR 4000D Deep Water features five depth ranges (0-30', 0-60', 0-120', 0-240', 0-480') controlled automatically by microcomputer, or manually with range control button. The zoom range variable between surface and bottom can show a portion of the screen expanded as much as 3" per dot. Also featured is Humminbird's bottom-lock, with contour indication showing expanded readings in reference to the bottom.

Total Screen Update immediately changes the whole screen to a new depth scale or to another mode. The LCR 4000D's memory stores 64,000 bits of information from 0' to 480' down, enabling Total Screen Update.

Other features on the LCR 4000D Deep Water include: Completely waterproof construction for protection against rain, spray, or saltwater corrosion.

Adjustable audible alarm to alert the user to the presence of underwater hazards or fish.

Bottom depth reading displayed digitally on screen.

Sensitivity controlled either automatically by microcomputer, or manually with control buttons. Fifteen different sensitivity settings.

STC (sensitivity time control) automatically eliminates surface clutter by readucing sensitivity level for first signal returns, then increasing it for later signals from targets, structure, bottom, etc.

Automatic digital noise rejection filters out electrical interference from bottom, structure, or fish.

LCD (liquid crystal display) screen gives clear, precise, detailed readings of targets, baitfish and structure—even in bright sunlight.

Stop action allows user to freeze the display and study it.

Variable sweep speed with 8 settings.

Humminbird's new high-speed transducer for accurate readings up

to 75 mph.

The LCR 4000D also features a swivel mount for easy viewing from anywhere in the boat, a lighted display for night use, Angle-Lock connectors and streamlined dimensions to reduce mounting space, and energy-efficient 12-volt operation. Humminbird backs the LCR 4000D Deep Water with its famous Lifetime-Guaranteed Service Policy with 3-day turnaround and 1-year full warranty.

Now deep water fishermen can enjoy the same superior, easy-to-operate depth sounder that has revolutionized the industry—the Humminbird LCR 4000D Deep Water!

RUBBERQUEEN MARINE'S TOOL BOX

Rubberqueen Marine's durable caddy for boat tools is easy to carry or secure to a deck with its own hold-down belt and hardware.

The compact caddy measures 14 by 5-7/8 by 3¾ inches. Molded of rugged polyethylene, it withstands the roughest treatment and it's impervious to fuel and lubricants.

Rubberqueen Marine, a Lancaster Colony Company, manufactures a wide range of products for the boating market.

For more information about the tool box, please contact: Rubberqueen Marine Products, 275 South Bennett Avenue, Jackson, OH 45640 or call 1-800-762-0313. In Ohio, (614) 286-5081.

SHAKESPEARE CANT TWIST SPINNING AND CANT TWIST SPIN CAST 70/20 REELS

Shakespeare proudly introduces the Cant Twist (TM) spinning and Cant Twist Spin Cast 70/20 (TM) reels, the first reels ever that solve line twist problems!

The Cant Twist spinning reel gives fishermen two reels in one with a dual drag system. The first drag is Shakespeare's super-smooth multi-disc stern drag, for use in normal position and under light line conditions. When the time comes to really test drag performance, simply switch the anti-reverse lever and try Shakespeare's new Line-Saver drag. With the spool locked, the Line Saver drag lets the rotor do the work and the line comes off the reel the same way that it was put on: straight.

The Cant Twist reel features stainless steel ball bearings, machine cut brass pinion gear, zinc main gear, silent anti-reverse, and a free turning roller guide. Also featured are the selective internal bail trip, a carbon steel main shaft, right/left retrieve and pop-off spool with line clip.

The Cant Twist Spin Cast 70/20 is the feature loaded spin cast companion to the Cant Twist spinning reel. The Cant Twist Spin Cast 70/20 features Shakespeare's Memorylok, designed for staying over those suspended fish. By measuring out the line on the first cast and then moving the Memorylok shiftlever to the "up" position, the same amount of line will be released on each cast. This reel is perfect for jigging and crappie fishing!

The Cant Twist Spin Cast 70/20 also features LIne-Saver Drag with fingertip control star wheel adjustment and more, making it ideal for the spin cast enthusiast.

For more information on the Cant Twist, Cant Twist Spin Cast 70/20, or other Shakespeare tackle, contact Paul Towler at 803-754-7540, or write Shakespeare, P.O. Drawer 'S," Columbia, South Carolina 29260.

NORTHERN LIGHTS "Q SERIES" GENERATOR

The new modern Northern Lights 1200 rpm marine generator sets are built for the yachtsman who is unwilling to sacrifice any of his onboard comforts. Designated "Q" for quiet, this series includes seven diesel powered models ranging from 12 to 85 hw.

The Lugger diesels on these Q-series sets run 33 percent slower than conventional 1800 rpm sets. Slower speed means much less engine noise. Noise is dampened further by a special air filter-silencer and by each engine's cast iron exhaust manifold and oil pan.

To eliminate vibration and the noise it generates, the sets feature

17' SEA SPRAY

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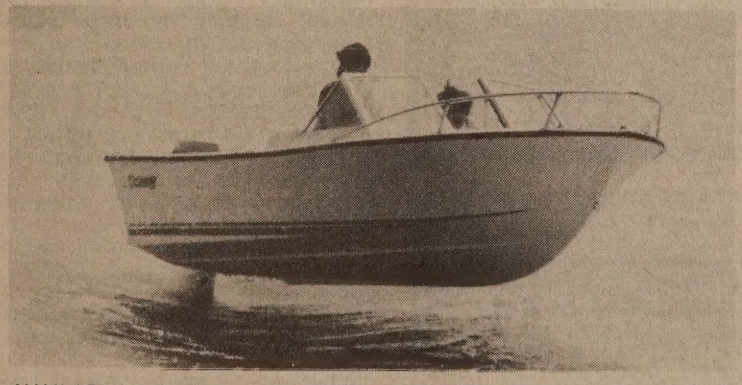

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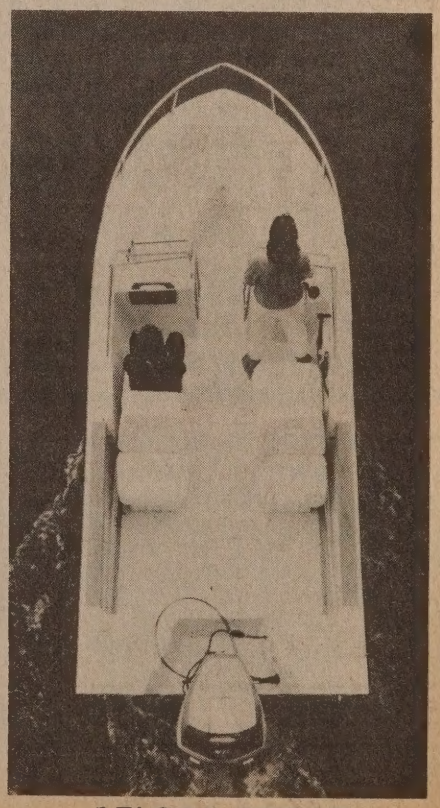

17' SEA SPRAY

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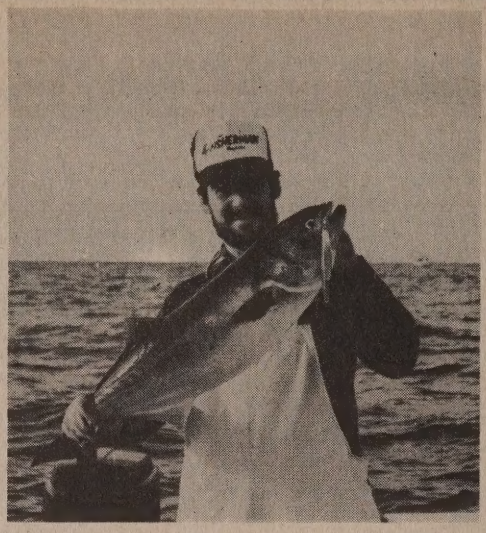

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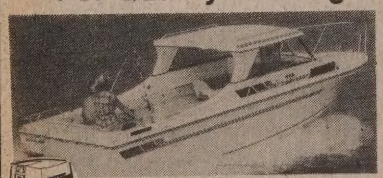

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center line mounting, rigid steel base frames and isolation mounts. The four cylinder 20, 30 and 35 kw models have counter-rotating balancing shafts that eliminate the vibration found in most four cylinder diesels. An optional air-mount system which puts a cushion of air between the set and the vessel is also available.

In addition to the comforts afloat 1200 rpm operation makes possible, it also promotes a longer engine life. The engine's internal pressures, stresses, piston speed and heat are all reduced

Designed specifically for custom yachts, all Northern Lights Q-Series sets are individually built to customer specifications. Yachtsmen can choose from a long list of special equipment such as power take-offs for bow thrusters, custom control panels, and even polyurethane paint for a "color-coordinated" engine room.

From Northern Lights, 4420 14th NW, Seattle, WA 98107.

CALKINS TRAILER FEATURES CRADLE SUPPORT SYSTEM

Midsize trailerable boats, from 18 to 26 feet, require proper support when out of the water. The new Calkins trailer, model LTR 2225-7000, features a patented, self-adjusting cradle support system and tandem axle configuration. It is made to give the best possible support, whether on the road or during storage.

The cradle suppot system automatically corrects for changes in the boat's weight distribution. This is an important factor, because the balance of the boat can easily be affected by variations in gear stowed, equipment left on board, or variations in the fuel level. The trailer's support rollers cradle the transom and keel, where the majority of the weight is concentrated.

To minimize the sometimes hassle-filled procedure of launching and retrieving, it has a special "dry launch" design. The large capture area, extended far to the rear of the trailer, takes the bow and helps align the entire boat for straight-on, efficient loading. The dual guide rollers of the rear cradle are placed just out of the water during retrieval. This gives the operator a precise visual reference point for trailer placement. The winch line pulls the boat forward over the rollers and the boat centers automatically regardless of wind or currents.

If the boat owner prefers bunks to rollers, an adjustable bunk system is an option.

The trailer carries a payload between 4,420 and 5,500 lbs., depending on tire size. It measures 96" wide.

Standard equipment includes bearing protectors, adjustable running gear, waterproof taillights, safety chains and hooks and winch with cable and hook.

There's also a wide choice of popular optional equiment such as white spoke wheels, color coor-

dinated striping, white sidewall tires, spare tire carrier, brakes and galvanizing.

From Calkins Mfg. Co., P.O. Box 14527, Spokane, WA 99214.

BOSTON WHALER ADDS CENTER CONSOLE MODEL TO WHALER 27 FAMILY

Boston Whaler announces the introduction of its "ultimate fishing machine," the Whaler 27 Center Console Cuddy.

"This boat is the realization of dreams I've had since I first joined Boston Whaler 25 years ago," said Bob Dougherty, Vice President and Chief Engineer, who has designed every Whaler except the very first. "The new Whaler 27 Center Console Cuddy is truly one of the most exciting and best designed boats for fishing to come from our engineering group," he said.

The new boat is the third model in the very successful Whaler 27 line. The original Whaler 27 was introduced in 1983, followed by the Whaler 27 Full Cabin in 1984. All three boats are tournament sportfishermen with comfort enough for family cruising.

For more information, contact Boston Whaler, 1149 Hingham St., Rockland, MA 02370.

DART GAFF FROM SO-LO MARINE

So-Lo's Dart Gaff was developed as the result of requests by many offshore fishermen who wanted a "quicker means" of landing their fish. Offshore captains tell of how some large fish were lost at the boat because the fish was too deep to get a flying gaff under it. The fish then got under the boat and broke off. The Dart Gaff was designed to be a very efficient piece of landing tackle for cockpit use.

The patented Dart Gaff gives the fisherman up to a 2 foot advantage in reach over a flying gaff and allows him to "strike home" earlier in the battle. Because you can plant the Dart Gaff easily in the head or shoulder of your fish, you save valuable meat; i.e., giant tuna. The Dart Gaff allows the dart to be planted faster than with conventional type flying gaffs. It makes it possible to gaff a fish while it is still "green." A green fish on a harness is one of the most unpredictable bundles of energy known to man! An improperly handled fish can cause serious damage to boat, equipment and most importantly, to you. Fish should be darted with a hard downward motion and a quick snappy withdrawal. This will clear the dart shaft in the event the darted fish rolls.

The Dart Gaff is easy to stow and requires very little maintenance and can be instantly re-rigged for that "double header." Dart Gaff's 300 Series stainless steel blades will penetrate even the toughest shark skin. The stainless steel dart is attached to PVC coated stainless steel cable. This T-316 series cable is 7x7 strand construction, and is extremely

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For further information, contact So-Lo Marine Products, P.O. Box 877, Bridgeport, CT 06601; (203) 336-2700.

KUNNAN DEBUTS FIVE NEW COMPETITOR RODS

Kunnan Tackle, designers and builders of today's most sophisticated graphite fiber fishing rods, has introduced five new spinning rod actions in the popular Competitor (TM) series.

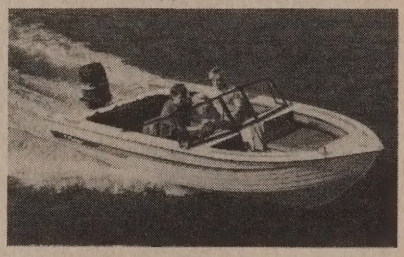
There are three new one piece spinning rods: a 6 foot medium action model (6160M), a 6½ foot medium-heavy action rod (6167 MH) and a 7 foot medium-heavy action model (6171 MH).

Kunnan also has two new spinning rods designed especially for downrigger fishing. Both models are two piece and medium-light in action. Model 6380 SML is 8 feet long, while model 6386 SML is 8½ feet long.

Like all Competitor spinning rods, these five new models feature black EVA foam grips, lightweight reel seats and Fuji guides.

There are 29 Competitor models, in total, each one offering top-grade construction and components at an affordable price. This popular family includes actions for baitcasting, spincasting, spinning, fly fishing, popping, flipping, steelhead, and downrigger fishing. Every Competitor rod features a lightweight, responsive graphite blank and a long-wearing, high gloss epoxy finish.

For more information on the Competitor series and the entire Kunnan line of rods, write: Kunnan Tackle Company, 9590 Candida Street, Dept. P, San Diego, CA 92126. Telephone (619) 566-9200 or Toll Free outside California (800) 874-7206.



FISHER UNVEILS HOT NEW 18 FOOT RUNABOUT

A hot new 18 foot aluminum runabout—one that delivers speeds in excess of 50 MPH with a maximum rated 115 hp outboard—has been unveiled by Fisher Marine, the West Point, Miss., boat builder. Standard equipment includes Fisher's exclusive Wave-Tamer semi-vee hull design for a smoother ride through rough water; tough Unit-Frame integral construction; twin consoles and streamlined walkthrough windshield; full cushions; matching sleeper seats; complete marine carpeting; teak step pads and splashwell board; built-in 22 gallon fuel tank; and speedometer. Options include a convertible top, mooring cover and vinyl floor.

EAGLE OFFERS PORTABLE LIQUID CRYSTAL GRAPH

New liquid crystal graphs offered by Eagle Electronics can now be converted easily and quickly from permanent mount to go-anywhere portable units.

The PPP-2 Porta-Pak, made of high-impact, lightweight plastic, allows fishermen to take an Eagle Z-6000 LCG (liquid crystal graph) anywhere.

The package includes an XD-4 transducer with suction cup for easy attachment and removal on any boat, battery storage area (the power source is two six-volt lantern batteries), and a "pigtail" type electrical connection. It utilizes the same gimble knobs and washers used on the permanent mount LCG.

The portable unit is especially handy for anglers using small boats and canoes (which have no 12-volt power sources), fly-in trips, and ice fishing.

The Eagle LCG units will work as well through ice as they do through water, to find fish, depths, channels and structure, provided the ice is clear and free of bubbles. A wet,

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bubble-free contact is needed between the face of the transducer and the ice. This can be assured by scraping away snow and putting a few drops of anti-freeze or windshield washer solvent on the surface.

For more information, contact Eagle Electronics, Inc., P.O. Box 669, Catoosa, OK 74015.

YAMAHA ENTERS HIGH PERFORMANCE V6 ARENA WITH PRO-V

Yamaha has entered the high performance outboard arena with a new 150 hp V6 outboard called the ProV (Pro-Vee).

Long rumored on the bass tournament circuit, the ProV makes its debut in the 1986 model year. The new motor features a 158 cubic inch block with a high performance streamlined gear case and special 2:1 gear ratio for faster acceleration across the power curve.

The gear case has been extended for better stability and its streamlined nose is designed to knife through the water. The water intakes and speedometer Pitot have been lowered to accommodate jack plate usage.

From a distance, the ProV looks similar to Yamaha's other V6 outboards. However, closer inspection reveals extra air intakes on the front and sides of the cowling to deliver more air to the three two-barrel carbs that are the heart of the ProV. The motor feaures the Precision Blend oil injection system for better performance and longer engine life. Precision Blend is a true oil injection system, injecting the oil directly into the manifold when engine load requires a certain mixture. Some other brands are still pre-mixing the oil with the gas before it gets to the carburetor.

Added performance factors include port timing, and a modified exhaust. The special gear ratio allows the motor to transfer more torque to the propeller and use a larger pitch prop. The ProV also features hard rubber mounts for better high-speed stabilty and steering response. It also features a technologically advanced powerhead with modified reed valve inductions, special carburetion, and tuned exhaust to provide the tournament angler with the performance required in bass tournament competition.

Yamaha, the second leading manufacturer of outboards worldwide, entered the U.S. market in 1984, bringing with it 25 years of innovative two stroke technology. The company has applied this technology to the design of the ProV, after studying the bass market, where most of the high performance outboards are used.

The result is a high performance outboard that shares the consumer features and benefits of the entire line, including an exclusive two-year limited warranty. The ProV even has an extra connection on its remote control box so anglers can operate

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MERCURY MOTOR W/OIL INJECTION
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Also includes: 4 life jackets, anchor line, flares, fire extinguisher, 85 amp. hr. battery & horn. Bimini top optional.

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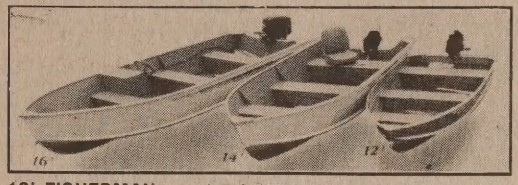

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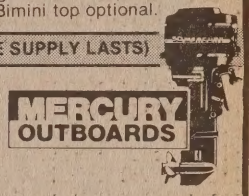

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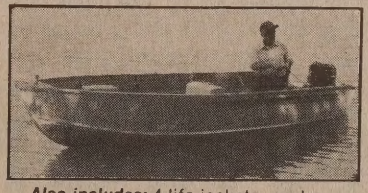

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the power trim and tilt from the bow fishing deck. An extra tilt switch on the motor pan lets the owner tilt the motor from the stern, so there's no more running back and forth to the dash when loading and launching the boat. Standard on the ProV is a 15 amp alternator, double last year's V6 capacity, to help run the boat's fishing electronics and trolling motors.

For more information contact Yamaha Motor Corporation USA, Marine Division, P.O. Box 6555, Cypress, CA 90630.

RED BALL INTRODUCES NEW BOOT FOR BOATING AND FISHING

Red Ball, a leader in the design and manufacture of fishing and hunting footwear for nearly 100 years, introduces the Blue Nose boot, developed especially for pleasure boaters and anglers.

The new over-the-sock boot features a skid-resistant outsole made of a unique compound that resists fuel, oil and fish residues commonly found on boats. This outsole design ensures a sure grip on wet decks and other slippery surfaces.

The Blue Nose is injection-molded for one-piece, seamless construction that is 100 percent waterproof. The comfortable 12 inch boots are available in nautical blue in men's whole sizes 6 through 12.

For more information on the Blue Nose boot, write Red Ball, Division of Hampshire Manufacturing Corporation/a Prevue Company, P.O. Box 3200, Manchester, NH 03105.

RAMPAGE ANNOUNCES NEW 28 FOOTER

Rampage Yachts new 28 footer, first introduced at the Norwalk in-water show, brings together the equipment features, speed and maneuverability preferred by the serious angler with the practical comforts for cruising, say company officials.

Described by division manager Charles S. Bailey as an intermediate size boat for the sportsman ready to fish offshore for the first time, the 28 Sportsman's dry, stable ride and standard overnight accommodations have also broad recreational appeal.

"We've been selling 24s for a long time," says Bailey. "Now we can offer our customers who are ready to move up, a mid-size boat without jumping to the more expensive 31." The new Rampage 28, 29' 6" LOA with pulpit, is priced at $57,900 Base F.O.B.

Like all Dick Lema designed Rampage Yachts, the Sportsman is deep vee forward tapering to a shallow deadrise at the transom. The balsa-cored hull has an 11' beam, with flared bow and tall freeboard.

With a top speed of 32 knots, the 28 is powered by twin 260 hp Volvo inboards with 240 gallon fuel capacity. The Sportsman is equipped with a large double bunk and a swing bunk, stand-up shower and head, lockable rod stowage and back-to-back helm and companion seating for four. Compass, hydraulic steering and complete instrumentation are standard.

For more information contact Rampage Yachts, a division of Tillotson-Pearson, Inc., P.O. Box 328, Warren, RI 02885; (401) 245-4754 or your area Rampage dealer.

LINDY-LITTLE JOE INTRODUCES NEW LOW PROFILE, BARBELL DESIGN MARKER BUOY

Lindy-Little Joe has introduced a new marker buoy with a low-profile, barbell design that allows excellent visibility for the fisherman using it, yet makes it nearly impossible for other fishermen to spot it on the lake.

Unlike other marker buoys that stand straight up and are easy to spot from a long distance, the bright yellow Lindy marker buoy lays flats on the water so it is visible only to close-by fishermen.

For trolling or drifting, the new weighted marker buoy simply drops in and stays put. It is designed with lead weights inside that act as ballast to hold it stationary in the water and provide much greater resistance to "walking" with waves and current. It is constructed from tough, high-visibility yellow polyethylene and comes complete with a wraparound lead weight and 60 feet of knot-proof nylon cord.

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For further information, contact: David F. Maiser, Lindy-Little Joe, 1110 Wright St., Brainerd, MN 56401.

NEW MOTORGUIDE 500 SERIES FEATURES ONE-STICK CONTROL

MotorGuide's new 500 series of bow-mounted, hand-operated electric trolling motors features a single stick control center that offers five speed selection at the twist of the handle.

The Model 550 is a 12-24v, 41# thrust motor; the Model 540 is a 12v, 34# thrust unit; and the Model 530 is a 12v, 28# thrust motor. All three models offer a five speed range, and have the Doug Hannon weedless prop.

The new trolling motors have four pole magnet motors that provide more power for the amps used. Sustained high thrusts remains nearer peak levels even after long periods of continuous usage.

For additional information on the new 500 series, as well as the entire MotorGuide line of high performance trolling motors, contact Public Relations, Zebco Division Brunswick Corporation, P.O. Box 270, Tulsa, OK 74101.

WINNER BOATS INTRODUCES EXPANDED SEA QUEST LINE

Winner Boats has announced an expanded line of Sea Quest big water boats. The line was introduced at the Chicago IMTEC Trade Show with the unveiling of the 18' center console Sea Quest. Also available are 22' center and dual console models and walkaround and traditional cuddys, and a 25' sport fisherman model.

"These rugged big water boats can go anywhere in the world," said Momany. "And the Sea Quests' all-fiberglass hull reinforcement grillage, standard on every Winner boat, has a factory warranty for a full seven years."

"Our unique grillage system provides for a smoother ride on the rough, open waters and maintains better impact distribution than wooden stringers found on most boats. A Winner Sea Quest has no wood below the waterline," Momany explained.

Standard factory features on all Sea Quests include welded stainless steel rails, rack and pinion steering, teak trim package, oversized rounded live well and large console designed to accommodate all necessary electronic equipment.

Winner manufactures a full line of professional bass and big water boats and a broad line of family fun boats. All feature Winner's all-fiberglass grillage.

For more information on Winner Boats, write for a free catalog to: Winner Boats, P.O. Box 250, Dickson, TN 37055.

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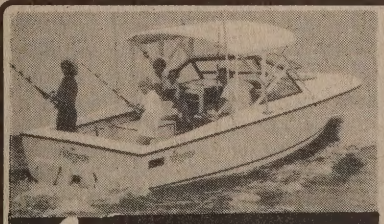

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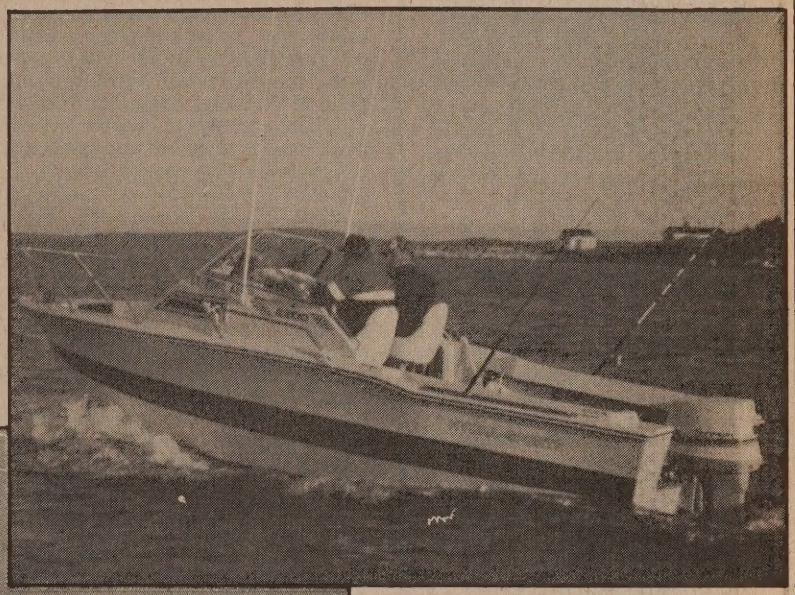

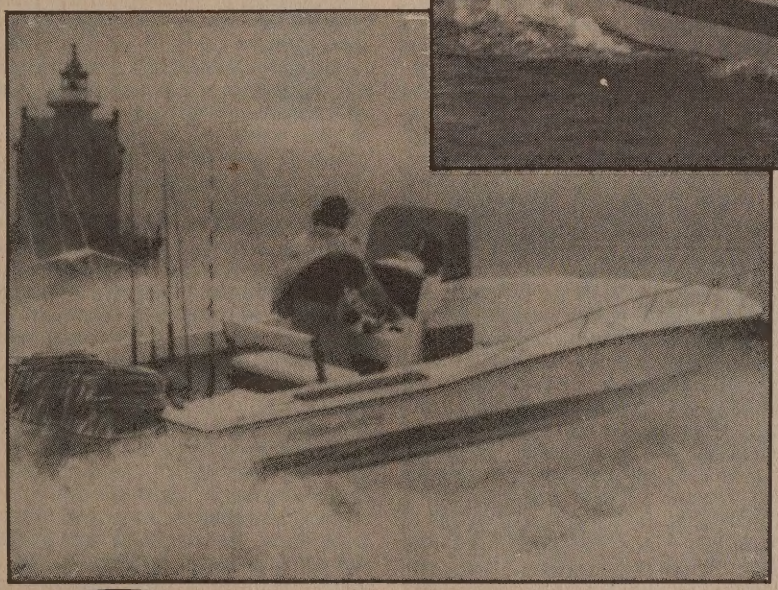

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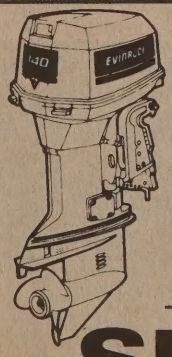

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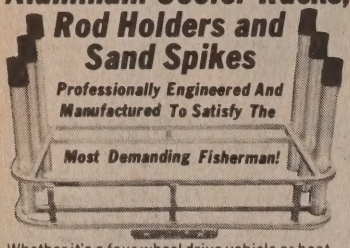

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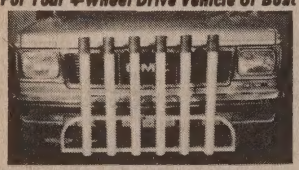

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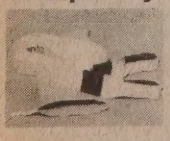

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by Pete Barrett

Fishing has changed and so have the boats that fishermen use, especially for the offshore angler. Twenty years ago few anglers ventured much beyond 20 miles offshore. Ten years ago Canyon Fever began to infect hundreds of anglers who had visions of tackle busting bigeye tuna, schools of yellowfins and hopeful battles with marlin. Today there are literally thousands of us from Hatteras to Massachusetts heading offshore seeking bluewater challenges.

As Canyon Fever spread it soon became obvious that the old, big, slow hull designs could not make the 50 to 80 mile runs without taking too much time away from fishing. Deep vee boats with big engines became "the thing" to make the long runs quickly to get the most fishing time out of each run. The deep vees were fast and rode well, but also burned huge amounts of fuel. Many fishermen wished for a vee hull with light weight and economy of operation.

The Black Watch 30 is one company's answer to this wish. Based on a Ray Hunt design with its roots in the famous "Moppie" that blew the doors off all competition in ocean racing back in the 60s, the new Black Watch 30 adds modern technology to this proven and tested hull design.

Ray Hunt blends seaworthiness, soft ride and sure tracking with the best of modern technology. The Airex foam core hull, balsa core decks and uni-directional fiberglass laminates provide rock-like strength, but aircraft-like weight. These manufacturing methods actually make a hull that is often thicker, stronger and more rigid than comparable hulls that are heavier in weight.

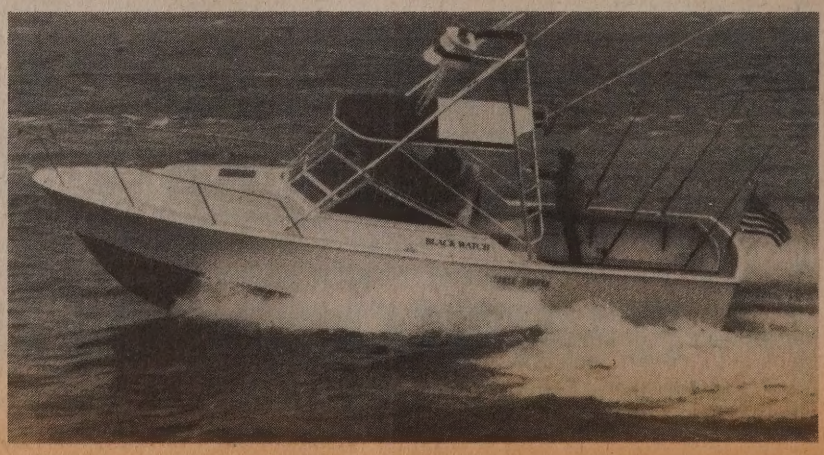
"Fuel ain't cheap!" is heard all along the docks, so a lot of design effort that went into the Black Watch was aimed at reducing this major expense for offshore anglers. DuPont experimented with a pair of identical designed hulls: one built of heavy fiberglass, the other of new DuPont materials similar to those used in the Black Watch. The new hull got 53 percent better mileage which also means it increased its operating range by 53 percent.

Several power options are available. The Black Watch I looked at had twin Isuzu diesels which the factory reps said would push the boat in the 30 knot range, faster in calm seas. Top speeds, depending on the power chosen will be in the high 30 knot range.

Running gear is high quality including Aquamet stainless shafts, oversize bronze shaft struts, balanced bronze rudders and balanced bronze props. There are two bilge pumps, fuel filters with water separators and sea water intake strainers.

The helm area is done very well with some extra thought for placing electronics. Controls, compass and all instruments are neatly placed for easy use and viewing. Black Watch has built a molded compartment to hold VHF radio, Loran and graph recorder just ahead of the instrument panel.

Entrance to the cabin is slightly off center without eliminating space to port for seating at the companion chair. The cabin itself is neatly done with nice teak work, sturdy laminated bulkheads. The deep vee design does not allow a lot of forefoot to gain a wide cabin floor, so bunks, refrig-



erator and cabinets are constructed at a pleasing waist high level. There's a head with shower, a stove, hanging locker and drop leaf table.

The cockpit is big—120 square feet. A fight chair like the Murray Tuna Chair would fit well and still leave a lot of walkaround space for crew members while the angler fights his fish. Deck lights provide lighting at night.

Among the many small, but nifty, innovations from the Black Watch designers are special lift eyes on the hatches to access stuffing boxes and bilge areas, battery box and live well. The unique fold away stainless lift eyes can't rust or corrode, won't break and make easy work of opening hatches without fumbling.

Teak rod holders mounted under the gun'ls are oversize to hold to big reels like Penn 80s and even 130s. Teak covering boards add to the custom appearance of the boat and padded combings are available.

The cockpit deck is removable for access to the fuel tank and water tanks. With engine boxes removed there is clear access should major work ever be required on the engines.

Stainless through bolts are used to join the deck to the hull. A heavy duty rub rail will withstand hard knocks from inconsiderate boaters who speed by the fuel docks. The rub rail is capped with a stainless steel belt.

The electrical system is based on heavy duty 200 amp batteries and includes three 800 amp battery switches, double insulated battery cables with fire shield, custom AC/DC control panel in the cabin and shore power via a 50 foot cable. The system is bonded to the underwater hardware.

The Black Wach is built by C.E. Ryder Corporation, well known for its Sea Sprite and Southern Cross sailboat lines, and for top notch fiberglass construction. Ryder does contract work for Boston Whaler, Albin and Pearson Yachts. Future models will include boats in the mid 20 and mid 30 foot size.

In my opinion, this is a trend setting boat. The many little touches like the helm electronics box, the padded grab rails in the steering and passenger area, the hatch lift eyes, the helm layout, the increased cockpit area and use of the latest proven construction materials all add up to one terrific boat. She's well made, fast and good looking. What more can you ask for?

SPECIFICATIONS

Length	30'1"
Beam	10'10"
Hull Draft	30"
Fuel Capacity	240 gallons

Manufactured by: Black Watch, C.E. Ryder Corporation, 47 Gooding Avenue, Bristol, Rhode Island 02809, (401) 253-8554.

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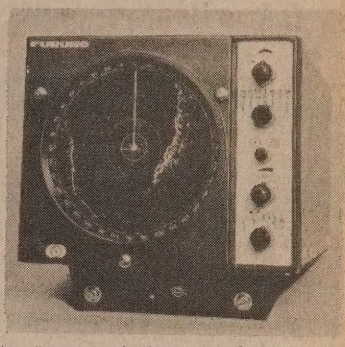

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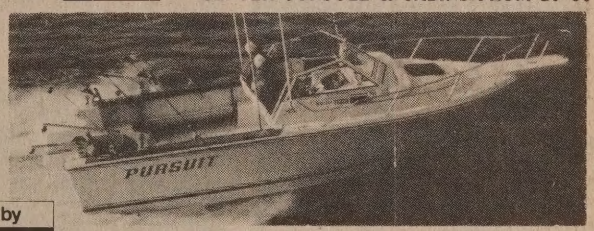

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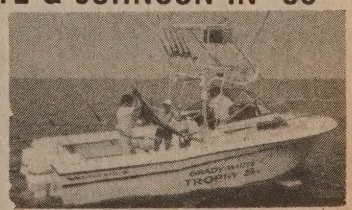

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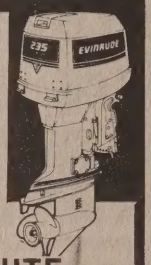

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★ PRODUCT REVIEW ★

RAYTHEON 1200 MARINER RADAR

by Greg Venturo

Many captains have spent many an hour with their heads pushed deep inside the hood of a radar scanner looking for something that might cause a navigational hazard. I often wondered how many times the fellow looking into that screen really knew what he was looking at or maybe he was just sleeping!

Sure, running at night was not as difficult, but what about running in the fog during the day? Tough to look at that screen and see anything without the hood on during the daytime and run a boat at the same time.

As time marched on the advances that were being made in the marine electronics field were coming about at a rapid pace. The idea of being able to look at a radar screen without the hood was a great idea. I can still remember talking to John Galeani about new radar sets that would be as easy to look at as watching TV. Soon raster scan type radar would hit the marine electronics market. That was quite a few years ago. Raster scan type radars are definitely here, and here to stay.

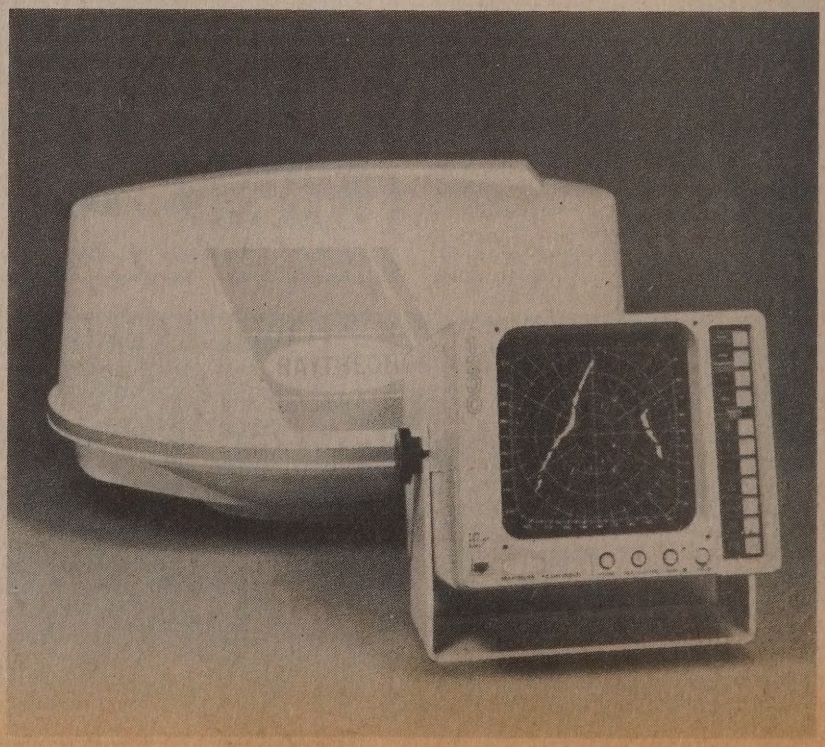
It's not surprising that when raster scan radars are mentioned that the name Raytheon will most certainly be one of the first to come to mind, and with good reason, too. Raytheon was one of the first to introduce a raster scan radar to the general public, priced within the range of the average fisherman. The 1200 Pathfinder is priced less than some of the current Lorans that are offered for sale today.

The 1200 is a digital raster scan design, similar to aircraft type weather radar and with a TV type display screen.

The 1200 can be powered by a 12, 24 or 32 volt DC power supply. This wide power range suits almost all boaters' needs.

It has seven range settings called Range Rings for distances of 1/4, 1/2, 1, 2, 4, 8 and 12 nautical miles.

Twelve miles might not seem like a



lot of range when compared to other units, however, I have always been more concerned with what was close enough to hit me than what was far enough away to pass me. Keeping that in mind, the 12 mile range of the model 1200 is more than enough. Coupled with the 1/4 mile short range, navigation in tight quarters is simple.

The unit is on the small side as far as radar goes. It can be mounted on most any 20 foot center console. The display unit measures 10-1/16 inches wide by 7-7/8 inches high and 12-5/8 inches deep and weighs in at 15 pounds. The antenna/radome measures 24½ inches in diameter and stands 13½ inches high and weighs 21½ pounds.

The model 1200 is easy to operate and after a 90 second warm-up you just switch it from STANDBY to the ON position. Now adjust the GAIN knob to receive the weakest target and set the TUNE knob for the best target return (making a small target seem larger). If you are getting interference from another radar or electronic source, just push the interference button (IR).

In order to select a RANGE setting, just hit the touch switch that corresponds to the range you want. The red LED readout will show the range selected. Interference from rough waters can be eliminated with the SEA CLUTTER control to filter them out. The on/off touch pad for RAIN/SNOW clutter will quickly clear the screen from interference caused by weather. If you need to study the image, push the HOLD button to "freeze" the screen display.

Some statistical data for all of you electronic buffs: transmitter peak power is 3 kilowatts. Frequency 9445 MHz ±30 MHz. Pulse repetition 920 pps and a solid state modulator. Antenna is a center fed slotted waveguide with a rotation speed of 27 RPM and a horizontal beam of 5 degrees and a vertical beam width of 25 degrees. The scanner housing is made of ABC plastic, single flange mounting with a removable moisture proof cover. The display unit has a TV type 9 inch diagonal screen with a refresh rate of 30 times/second. Range resolution is better than 24 yards and bearing accuracy better than ±2%.

The 1200 is backed by a two-year limited parts warranty with one year free labor by Raytheon dealers and a worldwide service network.

Every piece of electronics I have on the "Sea-Lore," I have paid for myself, so I'm very conscious of getting my money's worth. I wouldn't hesitate to tell anyone that I am very pleased with the Raytheon 1200. It's going on its third season. How did it hold up and work? Well, if I rig another boat in the future and Raytheon keeps up the good work, I'll most likely buy another.

Manufactured by: Raytheon Marine Co., 676 Island Pond Rd., Manchester, NH 03103; (603) 668-1600.

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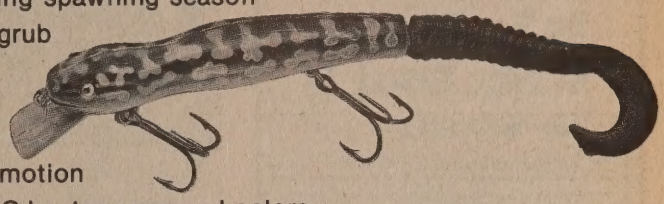

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THE TACKLE DOCTOR

by Russ Wilson

Dear Doc,

I was reading your article in the November issue of The Fisherman on the AFTMA Show review by Pete Barrett, and was very interested in it. I would appreciate obtaining the address of the American Fishing Tackle Manufacturers Association. Thank you very much. *James T. Vastano.*

Dear James,

The current address of AFTMA is: American Fishing Tackle Manufacturers Association, 2625 Clearbrook Drive, Arlington Heights, IL 60005; Peter Foley, President.

* * *

Dear Doc,

I have a slight problem with one of my favorite fly rods. It's an Orvis impregnated "Midge," two piece model, rated to handle a 5 weight fly line and measures 7½ feet.

I've had this particular model for more than 15 years and use it extensively when fishing small streams for stocked trout, ponds and when nymphing with a sink tip fly line. It's a wonderful fly rod and I cherish it dearly. However, for the past two seasons I've noticed a sort of "clicking" sound when I cast. I am positive the bamboo isn't broken but the sound persists each time I flex the rod to make a cast. Would you happen to know why it is making the clicking sound and if so, what can I do to eliminate it?

George Harper.

Dear George,

I called Orvis and they suggest it is a ferrule problem. The cement which holds the bamboo in the ferrule may have dried out or loosened due to prolonged usage. It's easily remedied by re-cementing the ferrule and it can be done by Orvis at a reasonable cost. After 15 years of hard use you should be pleased to discover your problem is minor.

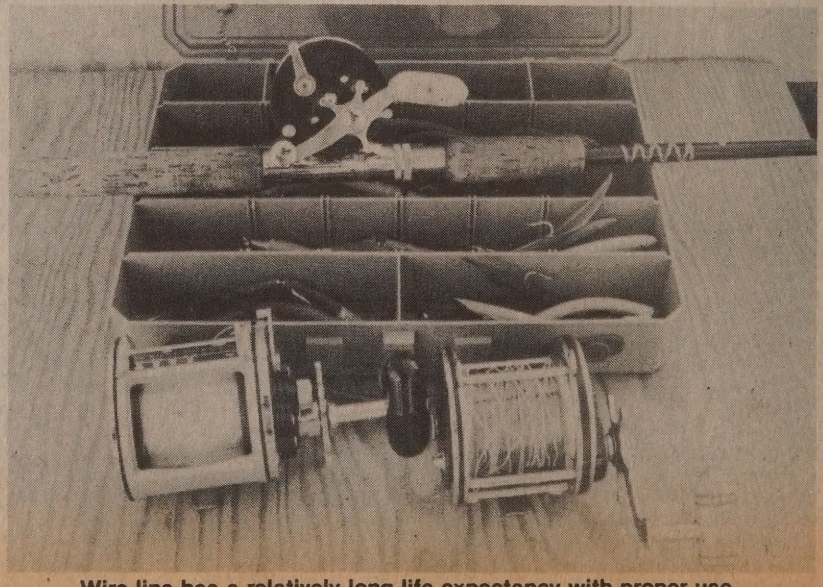
Orvis suggests sending both *parts of the rod (and the spare tip) so they can fit new ferrules to the bamboo. The address in Vermont is: The Orvis Company, Inc., Manchester, VT 05254.*

If you have other questions, you might try calling Orvis direct at 1-802-362-3622.

* * *

Dear Doc,

I was recently given two old fishing rods that I'm having problems dating. Both are wood with metal reel seats. They are two pieces and octagonal in shape. One appears to be a flounder pole and has the name *Davega* on it. The other appears to be a surf pole. It has a tiptop secured with a screw and



Wire line has a relatively long life expectancy with proper use.

a pair of guides wrapped back to back about 3 feet from the tip. Any help you can give me in placing a date on them would be greatly appreciated.

Fred Deutsch.

Dear Fred,

I cannot put an exact date on either rod. But, I would venture a guess that both are from the 1930 and 1940 period.

We have several surf rods that are built exactly as those you have. The reasoning behind the double guide system (back to back) was good in that it allowed a fisherman to have a back-up rod by simply turning the reel to the opposite side and re-stringing the line. Another major reason for the double guide layout was to keep the rod straight. As a rod would develop a "set," the angler could reverse his reel and use the opposite side guide to straighten the blank (bamboo or cane) so the set would come out, leaving the rod as good as new.

The screw-on type tip was also a boon to the surf angler since it, too, could be reversed if one of the guides did break or if the rod had a set.

Those older rods don't have much value at this particular point in time, but we'd guess they, too, will soon attract the serious collectors and will then skyrocket in price. I'd hang on to the rods either to collect them myself or to eventually sell off to an antique tackle collector.

* * *

Dear Doc,

How often must you replace stainless steel trolling wire? This past year I did relatively little trolling, no more than a dozen trips and most of them were short in duration. The wire was purchased last spring and put on soon after it had been purchased. Should I discard this wire this spring and buy new wire? *Joel Beller.*

Dear Joel,

Stainless steel wire has a relatively long life provided it is used correctly. If you spool it evenly, use it so there is no chance of "kinking" and do not cause undue stress such as when fighting a fish and applying too much pressure, the wire should last for at least two years.

We normally change wire a couple of times each season. But, we do fish often and on most occasions, will do some trolling, so the stainless does get a lot of use and will become "tired" sooner than if it was used only occasionally.

Standard operating procedure among most wire line trollers is to replace the wire after each season or immediately following a trip when the wire develops a kink. Kinking in single strand is the major cause of breakage and even a slight kink will cause the wire to break under very light pressure.

Fortunately, single strand stainless is a very inexpensive material so you will not lay out a lot of cash each time you have to replace a spool.

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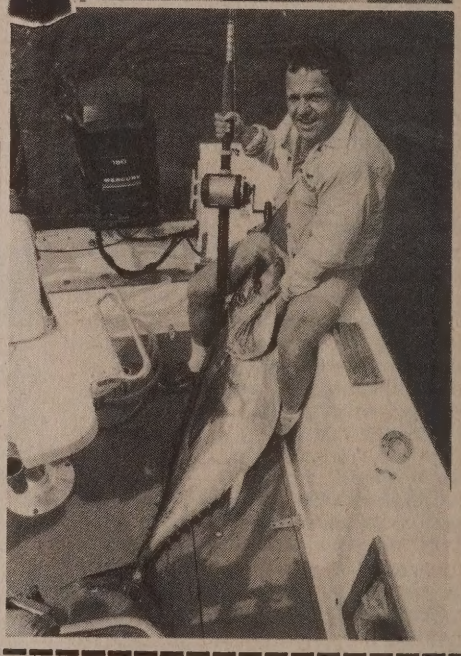

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SENATOR JOHNSON HOLDS HEARINGS ON SIX BILLS, TWO PROPOSALS

by William A. Muller

On Saturday, January 25, 1986, Senator Owen Johnson held a public hearing at Babylon Town Hall to gather feedback from the public on 6 bills and 2 proposals. The meeting was well attended by citizens representing the recreational fishing and commercial fishing sectors of the community.

The six bills are (in summary):

1301S: Would establish marine resources advisory committee.

2353a.S: Would establish a marine resources fund.

3186S: Give DEC authority to revoke striped bass licenses.

4777S: Long Island State Parks fees to be dedicated to the marine resources fund.

5459S: Would prohibit the landing of marine food fish by vessels greater than 90 feet.

5626S: Amends size limits for cod and winter flounder (8 inches).

The two proposals are (in summary): To ban the use of trawls within three miles of south shore inlets; to provide a sales tax exemption for party and charter boats.

The DEC's Director of Marine and Coastal Resources, Mr. Gordon Colvin, was the first speaker. The DEC supported all bills but offered suggestions and modifications for some. The DEC offered no opinion on the proposal to ban trawls and supported the proposal of a sales tax exemption.

The Fisherman was the second to make a presentation. We supported all bills and proposals, but sought to amend the proposed makeup of the advisory committee. The complete Fisherman text follows this article coverage of the hearing. Please refer to it for details of our positions.

For the first several hours, speakers representing major groups and organizations spoke in support of the bills and proposals. These included the North Brookhaven Sportsman's Club, the Farragut Striper Club, Bay Shore Fishing Corporation (Neil Delanoy), New York Sportfishing Federation, etc. Virtually total support was expressed. Several groups, in addition to support of agenda items, urged the Senator that similar regulations should apply to the north shore as well, where similar problems have been encountered.

Mr. McSweeney, representing commercial interests spoke against the bills and proposals as one would expect. The commercial sector continues to offer the same worn out arguments about feeding the world and expanding regulations. In truth, the recreational fishery puts more food on more tables than the commercial sector, and there is absolutely no reason why the commercial fishing industry should be exempt from regulations that are very widespread in all industries. In fact, the recreational industry must conform to endless regulations regarding safety, conservation, health, commerce, etc. The commercial industry should not be a sacred cow. They must accept regulations as part of doing business just like everyone else. That's really all there is to say on that issue.

"The recreational sector contributed in excess of $100 million to this state's economy, while the commercial sector contributes only a little over $10 million."

The commercial speakers did have several good points about pollution and federal management. However, the validity and significance of these comments were lost in the rowdiness and poor manners displayed by many commercial fishermen attending. It is unfortunate that some of them chose to be rude rather than use the forum provided to them to air their views. This would have been much more appropriate, and in fact, was the purpose of the hearing. One can only conclude that those who would hide in the back of the room to snicker and hoot were well aware that many of their positions were not defensible in the light of present technology and fisheries management strategies.

However, for the most part the comments offered into the record were well thought out, intelligent, and courteous. We will keep you informed of the progress of these bills and proposals.

COMMENTS DELIVERED AT PUBLIC HEARING ON MARINE MANAGEMENT

Senator, on behalf of *The Fisherman*, I want to thank you for this opportunity to comment on these six Bills and two proposals.

First, we are pleased to support Senate Bill 1301. We have long believed that the time was overdue for the establishment of a marine resources fund which would be established by Senate Bill 2353-a. It has been easy for state legislators, for all their good intentions, to overlook Long Island Marine resources. Unfortunately, valuable marine resources have been neglected worldwide. Public officials in many countries are only now beginning to realize how fragile these marine habitats are and that marine resources are not endless fountains of productivity. The establishment of a marine resources fund with fuel taxes would be a most significant indication to neighboring states that New York plans to deal with its marine resources in a new and enlightened way. Senator, we applaud this effort.

The successful establishment of the fund, however, raises another issue. Who will spend these monies, how will they be spent, and when will they be spent? Fortunately, S1301 addresses this issue by creating an advisory council to the fund. Although

(Continued on next page.)

we are confident there are politically expedient reasons for the outlined makeup of this council we cannot agree or accept it in its present format. We see little reason minority and majority leaders of the state legislature should play a major role in the appointment of members of the advisory council. If, and only IF, we are fortunate that these members of the legislature are knowledgeable about marine resources or for that matter what people might best serve the council, can we have a hope that their recommendations will lean towards supporters without regard to involvement or a working knowledge of the problems, and at its worst the council could become a political rubber stamp for commercial interests. In the latter scenario we would not only squander a valuable financial reservoir, but potentially jeopardize any number of marine resources that at this time require conservative approaches. These approaches may, in part, require funding from the marine resources account at one time or another. Senator, we must guard against the council becoming another public spectacle, similar to the public service commission and other groups like it.

Even if this concern could be soothed, there remains the projected percentage makeup. The bill calls for no less than four members from the commercial sector and no less than four members from the recreational sector. Forgive me Senator, but this makes no sense at all. We do not share equally in the use of the resources and we do not contribute equally through fees and taxation to the budget or economy of the state. These facts must be reflected in the constitution of the council.

Let us first consider the contribution of each user group to the economy of the State of New York. The following data was compiled at the turn of this decade by New York State Sea Grant, but has been approximately substantiated by the National Sportfishing Institute and other official government agencies. Thus the data is without bias. At the time the data was put together, the recreational sector contributed in excess of $100 million to this state's economy, while the commercial sector contributes only a little over $10 million. Much the same striking difference between relative contributions reveals itself when one considers fees and taxation.

For example, it is likely that by the end of this decade there will exist a fee structure and federal government pay-back system that will be intended to allow the DEC and marine conservation and management to be self-sufficient. The projected budget structure for that system, in today's dollars, would provide about $8 million for said managemnt. It has been estimated that the recreational sector will provide, in direct and indirect pay-back portions, about $7.5 million of this total budget. Senator, in light of these statistics how can the recreational sector accept a design that would, for all intents and purposes, equate to equal representation for both sectors. I believe, if my history lessons have served me well, that we have already learned the lesson of the Boston Tea Party. We thus cannot accept taxation without suitable representation. A more realistic makeup for the council would be a ten member group, appointed by the Governor, and nominated by legislators and interested groups and organizations. Of the ten members the following composition is suggested:

No less than 6 from the recreational sector; no less than 3 from the commercial sector; and no less than one from the scientific community with expertise in fishery management.

**All must be residents of the New York City Metropolitan Area. It would be inappropriate for upstaters to participate in a program that they have little direct knowledge about.

We support S4777 which would give the DEC authority to revoke striped bass licenses. This was an oversight of the legislation passed several years ago that addressed striped bass management in the state.

We also support S5626 which would adjust minimum size limits for

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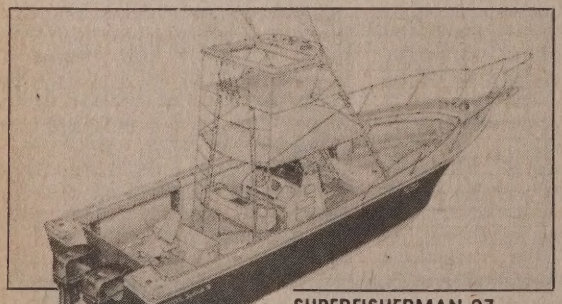

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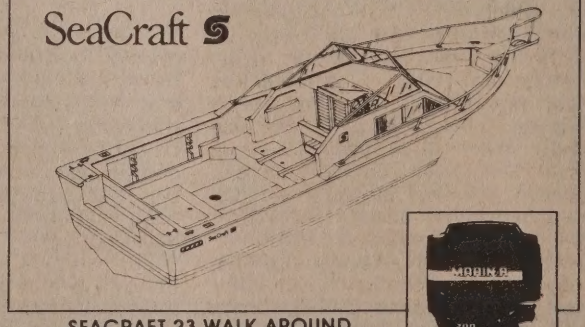

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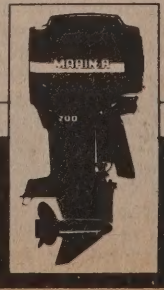

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winter flounder and cod. Although these size limits may negatively affect local small portions of the recreational fishery, we have surveyed this issue extensively and the vast majority of recreational fishermen support these size limits.

We are also pleased to be able to support Senator LaValle's bill S5459 which would prohibit the landing of marine food fish by vessels greater than 90 feet in length and establish squid as a food fish. Although squid is an invertebrate, a mollusk to be precise, it is harvested and distributed in much the same way as food finfish are in our region. Considering it a food fish for such purposes is logical. Restricting landings to vessels of less than 90 feet is another long overdue change in our opinion. The establishment of the Magnusen Fisheries Conservation Act in 1977 established managemnt authority for our shelf resources and allowed the U.S. Government to prevent the enormous harvests that were being made by large foreign factory ships. Once the act went into effect, however, domestic exploiters saw an opportunity to build and sail very large vessels of their own. By and large, these vessels were not owned or operated by traditional U.S. commercial fishermen, who suddenly found themselves unable to compete with large modern domestic factory ships. In addition, concerned managers and recreational anglers also became concerned because these large vessels often worked on already heavily exploited inshore grounds and swim ways. Often these vessels avoid local size limits because their large size and heavy power allow them to economically land their fish in ports where there are no size limits. It is clear to many experienced people that the inshore environment cannot take such heavy pressure, and that traditional commercial fishermen and their gear are far more palatable to conservationists and recreational fishermen.

The Fisherman also supports both proposals: to provide an exemption to sales tax for a vessel that would take people fishing for hire, and the second which would ban trawls within three miles of Long Island Inlets. Of the two, the proposal to ban trawls from within three miles of inlets draws more of our interest because it is clear such a proposal will be greeted with some opposition from the commercial sector. Yet, logic and sound economical management dictate the need for such restriction. The bulk of the recreational industry is dependent on inshore fisheries. Thus, local and state economies will suffer direct and immediate loss if inshore habitats are not productive. This is especially true for south shore bays.

Recreational fishermen are dependent upon large schools of fish because without competition fish become more wary and more reluctant to take a lure or baited hook. When fish are abundant they bite well and this, in turn, draws large numbers of fishermen to the bays for such species as fluke and flounder. If the catches are depressed, the fishermen stay away and so, too, their dollars that would have been spent on tackle, bait, food, fuel, boats, motors, fees for charter and party boats, etc. I have previously established that this economic contribution exceeds $100 million per year.

Furthermore, although commercial trawlers would be asked to avoid a three mile arch around inlets, they are still left with hundreds of square miles of ocean bottom many portions of which are productive for the species under discussion. However, the same cannot be said for availability to recreational anglers. Fluke and flounder especially are difficult to find consistently on open ocean bottom. The best we can hope for are brief flings with fluke immediately around inlet mouths and only for very brief periods during outward or inward migration. The reason for the recreational fisherman's dilemma is obvious. The inlets and bays concentrate the fish so that competition allows us to catch them, while on open bottom they spread out, making them vulnerable to trawls, but unmoved by the baited hook.

Senator Johnson again I want to thank you for this opportunity to air our views and to commend you on your continued interest and dedicated commitment to Long Island Marine habitats and resources. Senator, you are one of only a handful of knowing and concerned legislators who can effectively work on marine legislation. Thank you.

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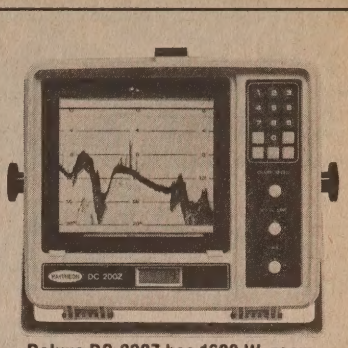

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HEAVY DUTY SURF SPINNER — HATTERAS STYLE —

by George Sanderson

It was pouring rain when we pulled up to the diner in Buxton, North Carolina—on the famous Outer Banks. It was Thanksgiving break and the fishing was supposed to be great. After a drive of over seven hours I figured first things first; let's eat.

The diner was filled to capacity with surf fishermen. We took a seat by the window—my wife looked at the menu and I looked at the Bronco parked just outside. What a setup! A rack that held a 151 qt. Igloo cooler and a dozen surf rods.

Being a custom rod builder I was really impressed with the tackle that this guy had assembled. There was two of everything: two 9 foot spinning rods, two conventional Hatteras Heavers, two 11 foot spinners, two super duty 10 foot spinning rods, and a couple of lighter bait casters.

"Look at those," I said to my wife, "that guy really looks like he's ready to catch some fish." "What's wrong with those rods?" my wife asked, "most of them have only four guides." I never noticed. Why would someone spend so much money on custom rods and then skimp on the guides?

After eating, we headed out to my Blazer—of course, I had to stop along the way to have a better look at those custom rods. Those rods were not built by some novice; they were nicely done. "What do you think?" I turned to see the owner of the Bronco slip his key into the door. "They're really nice. You build them?" "No, I had them built here in Hatteras." I couldn't resist: "Why only four guides?" "Why not ask the guy who built them," the stranger said, "here it comes right now." I asked; here's the answer I got.

Every extra guide that you use on a fishing rod (especially long surf rods) will take away some distance from each and every cast. Most guys figure that you should deduct around 10 percent for each extra guide. Guides give the fishing line something to run through (of course), but the other purpose they serve is to distribute stress equally along the blank. The "stress" I am talking about is when you cast or fight a fish. The blanks that surf rods are built on are extremely strong and most anglers use anywhere from 14 to 20 lb. test line, hence four guides are sufficient to distribute the stress that can be applied with lines of this test. Less guides = less friction. Less friction = longer casts. It made sense to me.

When you are using only four guides on a long surf rod the size of the guides and their placement along the blank are both very important. The gathering guide must be extra large (this is the guide closest to the reel). This guide will also be located much closer to the tip of the rod than you normally see along the Jersey Coast. You end up with a rod that is rather odd looking. They might look funny, but the joking ceases when others see how far they cast. Since that conversation in Buxton I have been building almost all of my surf rods with four guides. Some customers are a little hesitant—but that's easy to overcome. I just take one of my rods down off the rack, spin on a Penn SS and take them outside to the field next to my house. "Try it." To say they are impressed is an understatement. Sold!

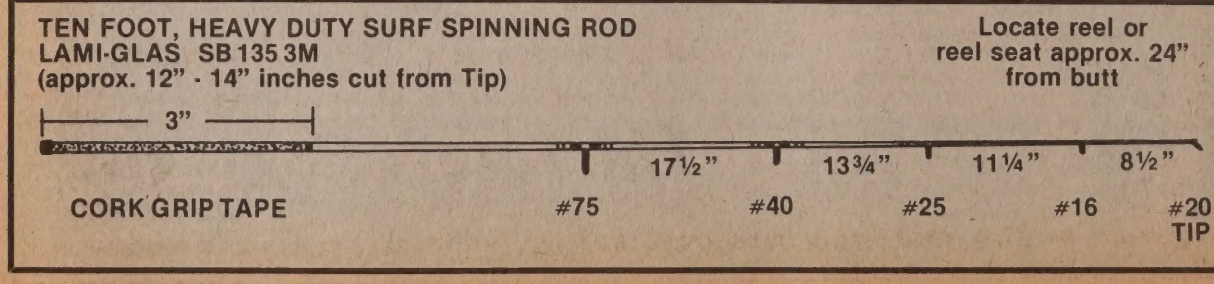
The super heavy duty spinner that I am going to tell you about in the remainder of this article is for you bait fishermen. With a #20 tip it certainly not meant to cast lures. Whatever sinker the conditions warrant, this rod will throw it—and throw it far! A shock leader of at least 40 lb. test is an absolute necessity. This rod reminds me of that old ad for Hurst shifters—cast (shift) as hard as you like, your arm will break before the rod (shifter).

I use a Lami-glas SB 136 3M as the basis of this rod. The tip is cut back quite a bit (in excess of 12 inches, it will vary a bit from blank to blank) until a #20 tiptop fits nicely. Although Lamiglas and others make surf blanks around 10 feet long I find that the action of the trimmed 136 3M gives me just what I am looking for. You'll be surprised at the weight and balance of this rod.

The butt of the blank has a fairly large diameter, so cork tape is a good choice instead of the more traditional reel seat and grip combo. Just tape your reel directly to the cork tape. If a regular reel seat suits your taste, try the Fuji FPS 24 or 26 and three, 6 inch pieces of grip material. I like Hypalon as it's easy to work with.

The guide used at the butt (gathering guide) was a chromed 75mm wire guide; the other three were Fuji braced frame; a 40, 25 and 16. Mildrum supplied the size 20 tip. Also, I would strongly recommend underwrapping the guides on this rod with a size A or D thread. It will provide a stronger, more durable guide wrap. Overwrap with size D.

There you have it: a super duty surf spinning rod capable of casting sinkers of 8 oz. or better. Tie on a shock leader and snap on a sinker: let'er rip. Remember, your arm will break before this rod!



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SINGER ISLAND

by Pete Barrett

Singer Island is an oasis in the midst of the hustle and bustle of Palm Beach and the rush of snow birds to nearby Jupiter and Juno Beach. Located on the north side of Lake Worth Inlet it's surprisingly quiet, yet there's great fishing within five minutes of the dock. There are a lot of people, yet a walk to the beach, gift shops or tackle shops is rarely crowded to the point of being a problem. It's a relaxed place to fish and vacation with nearby parks and restaurants.

There are several marinas that cater to fishermen and boats are relatively easy to charter. Prices are also reasonable and the captains are top-notch anglers who fish hard, know their stuff and enjoy what they do. They will give you a good day's fishing. I've fished with Captain Joe "Spider" Halpern several times and enjoyed some good fishing.

On a trip with Spider this past fall he aimed his 28 Mako "Marker 32" east out the inlet and said, "We'll start fishing just past the buoy, and let me tell you, the fishing will be absolutely amazing!" Well, I'd met Spider before on a trip over to Chub Cay and knew of his famous predictions to his charter fares. I'd either be amazed at some fast action or amazed that fish didn't literally jump on the bait one after the other. Either way, Spider would give it his best shot.

Bruce Huppert had joined us on this particular day. A stiff southerly breeze had a light chop all around us and Linda had ideas about visiting some gift shops with Bruce's wife, Lynn, so we headed out, just the three of us. That suited me just fine because Bruce and I could pitch in and handle the tackle, put out the baits and help land the fish.

Spider throttled back at the buoy and we began putting out the rigged ballyhoo. "That one with the green skirt took a sailfish for me yesterday," he said as I dropped it back into the wake. Before I could get the bait all the way out, something grabbed it, yanking the line from my hands, but it didn't take any line from the reel. Strange.

On the next rap, I dropped back, then reeled to get a tight line to set the hook. Again nothing happened. The line was slack; the bait was chewed but not eaten.

Then the fish hit another bait already in the pattern. This one, too, it dropped after only a taste. Then he hit the third bait. Spider dropped back, then set the hook. It was a small sailfish and he took to the air giving us a good show for several minutes before coming to the boat. A few photos, then the release. "See, I told you the fishing would be amazing!" Spider grinned and we continued fishing.

Bruce Huppert with a dolphin caught while fishing with Captain Spider out of Sailfish Marina, Singer Island.

While it is not unusual to catch a sailfish in the Palm Beach area on a rigged ballyhoo meant for a kingfish, barracuda, dolphin, tuna or wahoo, the more common method is to fish live goggle eyes for these acrobatic billfish. There's stiff competition, especially during tournaments, for a good supply of baits and a dozen of them will cost at least $40 and there have been days when high rollers will pay over $100 per dozen!

The best fishing occurs two to three days after a northerly blows through and the sails from up the coast head south with the wind. A rough, choppy day provides typical sailfish conditions, but at least you don't have to travel far. Most of the fish are caught within two to four miles of the beach.

Of course, visiting anglers can't always bet on arriving at Singer Island just at the right time, but action with sails can be predictably steady throughout the winter. There are days when the action heats up despite the lack of a norther and other days when the action is nothing more than a steady pick with few sails being released.

I don't mind the slow days. It's much warmer than back home and more fun, in my opinion, than walking on a frozen lake or hanging on to a frozen rod catching 8 ounce whiting on bottom rigs with 8 ounce sinkers. And, even if the sailfish action is slow, there are still other fish to reckon with.

Nearby reefs hold barracuda, amberjack, kingfish and grouper. The edge of the deep is within miles of the inlet and perseverance can pay off with a wahoo, blue marlin or even a yellowfin tuna.

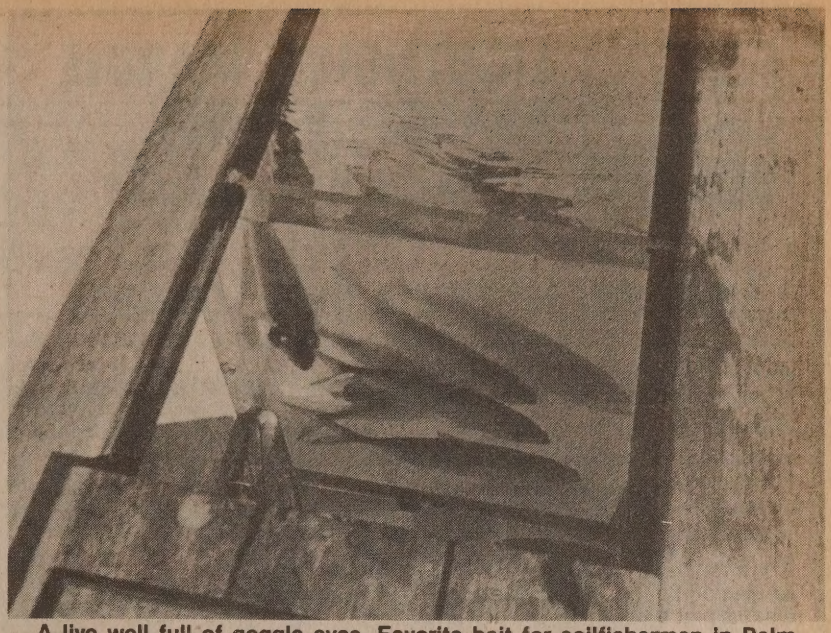
If you must have action, captains will take you to inshore areas where barracuda can usually be counted on to jump on rigged ballyhoo or live bait. I've had some real fun fishing with 5 to 15 pound 'cudas using light spinning tackle. A quick visit to the barracuda "factory" can end a slow day of sailfishing on a high note.

Depending on the water temperature, dolphin can be part of the day's catch. They'll hit feathers and small plastic skirted lures spiced with a strip bait or rigged with bally. John Heyer, a fishing buddy from New Jersey who keeps his boat near Singer Island each winter, likes to troll with light tackle for the dolphin. "They are great sport on conventional outfits with 12 pound line, or light spinning outfits," says John. "It's a real ball when a bigger dolphin of 15 pounds or more strikes the lure."

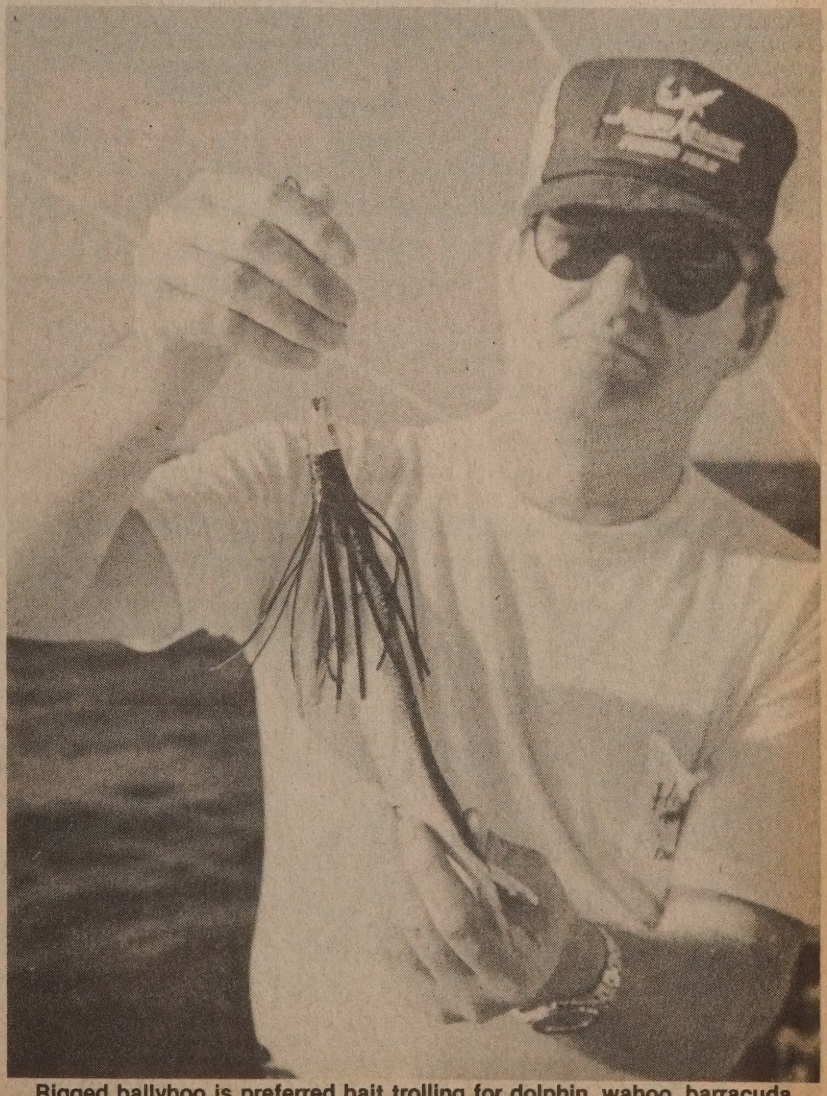
If offshore fishing is not your favorite way to go, there are opportunities to catch barracuda, bluefish and small kings often within casting distances of the surf. Surf fishermen catch pompano and bluefish, sometimes sea trout along the beaches.

Lake Worth is a large bay located between the mainland and Singer Island offering action with snapper,

(Continued on next page.)



A live well full of goggle eyes. Favorite bait for sailfishermen in Palm Beach area costs $40 per dozen, but catches fish.



Rigged ballyhoo is preferred bait trolling for dolphin, wahoo, barracuda and kingfish.

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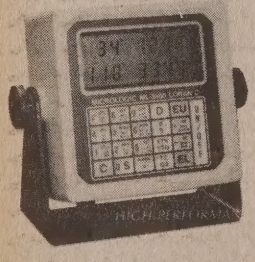

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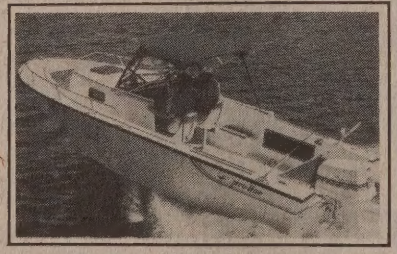

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trout, small blues, snook, jacks and ladyfish. An excellent launch ramp is located in Phil Foster Park at the foot of the Blue Heron Blvd. Bridge just as you enter Singer Island. The ramp is a little steep, but I've launched my Mako there with no problems and the ramp is clean and the small park there has rest rooms, food and picnic areas.

There are many places to wade fish for trout, jacks and ladies in Lake Worth. Check with local tackle shops on Blue Heron for details. Parking is available within yards of the bay and can be a lot of fun with minimum expense.

Party boat fishermen will feel right at home by booking a day on the "Shamrock," a drift boat that fishes the offshore reefs for bottom fish and occasionally getting sailfish too. Among the fish you may encounter are grouper, snapper, pompano, kingfish, bluefish, barracuda and amberjack.

If you get winded out, rained out or just don't want to fish everyday, there are still many fishing places to visit. Murray Brothers Tackle Shop located on Blue Heron Blvd. should be on your list of "must see" places. The well stocked tackle shop, the selection of offshore lures, custom fight chairs, carved fish and gift department have things that are hard to find back home.

Across from Murray Brothers is a Pompanette showroom with gaffs, fight chair and tackle lockers on display. Bob Schneider Lures near the Blue Heron bridge has a wall of lures that will knock your eyes out. A short ride south towards Palm Beach is the Rybovich Boat Yard with a lot of interesting boats to see. Next door to Rybo is Spencer's, a well stocked marine supply store.

There are plenty of motels available. My family and I always stay at the Sailfish Marina because it's right where fishermen go and a lot of the most popular charter boats are located there. Sailfish has a great early breakfast plus lunches, a gift shop and it's a short walk to the beach.

There are many other places to stay including motels right on the beach. The Singer Island Businessmen's Association, P.O. Box 9509, Riviera Beach, FL 33404, (305) 844-3311, publishes a comprehensive brochure listing all the motels with phone numbers and background information about the accommodations.

The Buccaneer Restaurant with its fishing decor, tuna and marlin mounts, a bar surrounded with fishing photos of great catches by world class anglers is our favorite spot to dine. The atmosphere is informal, waiters polite and helpful and a visit at sunset is just great. The food is excellent. Other good places to eat are Portofino, The Greenhouse, Fathoms and Sailfish. The brochure that lists motels also lists local restaurants.

For fishing and relaxing, Singer Island is at the top of my family's list of favorite places to visit.

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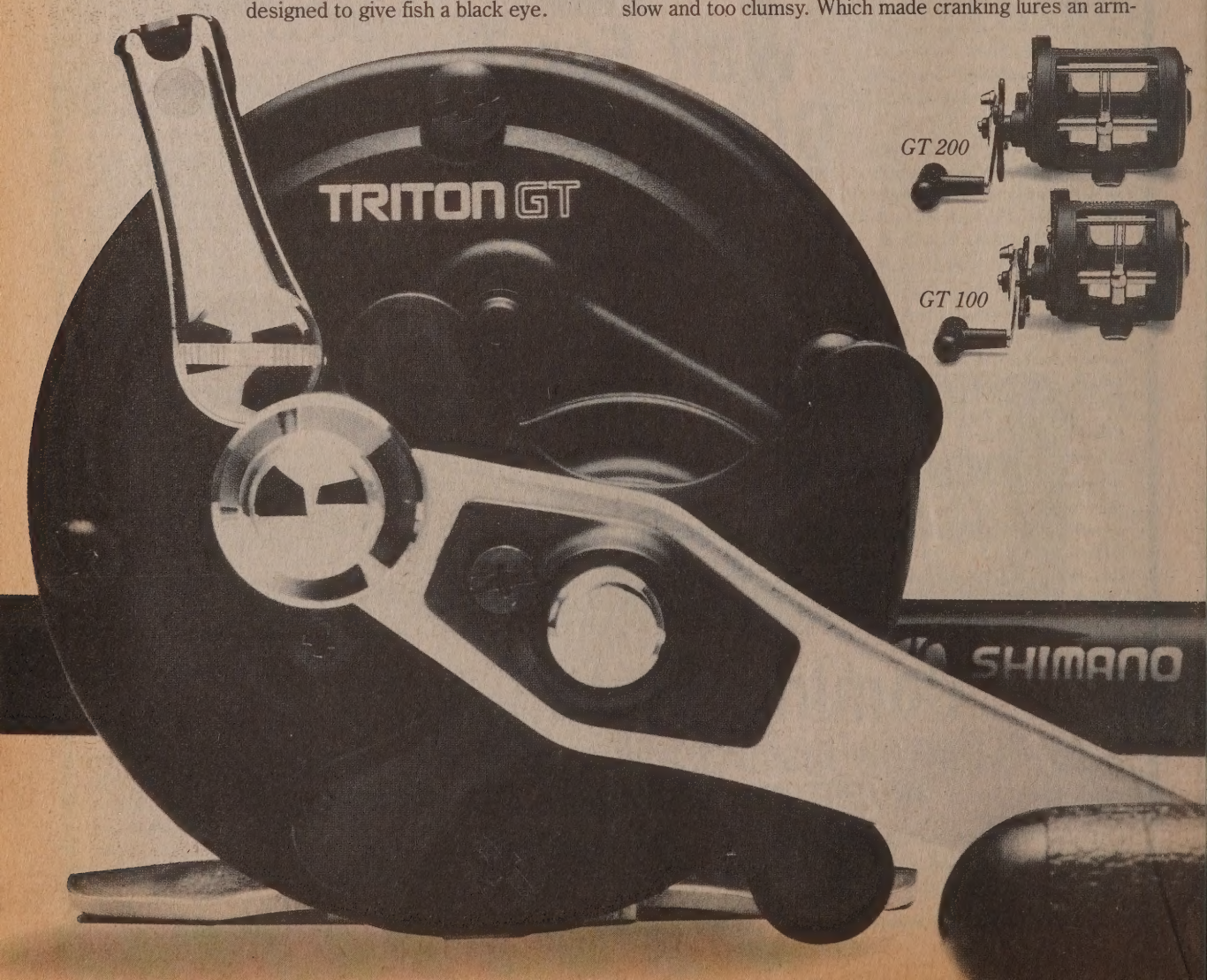

say rayers.

numbing task. And keeping up with a speeding fish practically impossible.

By comparison, our new Triton GT 100 and 200 are smaller than the reels you're using now, easier to handle, weigh about half as much and come with a gear ratio even Super Snook can't outrun—a line-gobbling 4.3:1.

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And because the Triton GT 100 and 200 feature Graphite/Titanium bodies, they're not only corrosion-resistant, they're also stronger and more durable than reels weighing up to twice as much.

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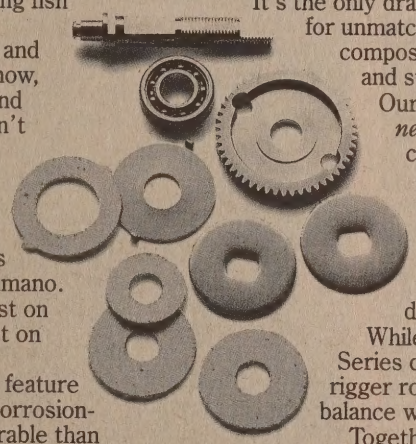
Unfortunately, the drag systems found on most level-wind reels come with a virtual no-big-fish guarantee. They're jerky and rough, because they were simply never designed for hard-running game fish like Bonito.

The Triton GT 100 and 200, on the other hand, come with our revolutionary ball bearing titanium drag—the drag system top saltwater fishermen are now calling the finest they've ever fished.



It's the only drag in the world built with a ball bearing for unmatched smoothness and Titanium-composite drag washers to keep the drag cool and sure when the fishing gets hot.

Our ball bearing titanium drag also puts *nearly twice the drag surface area* of conventional reels at your disposal at all drag settings. So a Triton GT100 or 200 will keep running smooth, big fish after big fish.

LOOK OUT BELOW!

So hurry down to your local Shimano dealer's for a Triton GT 100 or 200. While you're at it, pick up a Triton TDR Series downrigger rod. Each Triton downrigger rod is designed to perfectly match and balance with our new Triton GT reels.

Together, they'll not only help you catch *more* fish. They'll greatly increase your chances of catching *bigger* fish.

All of which means those bully Bluefish won't have saltwater fishermen to pull around anymore.

Amen!

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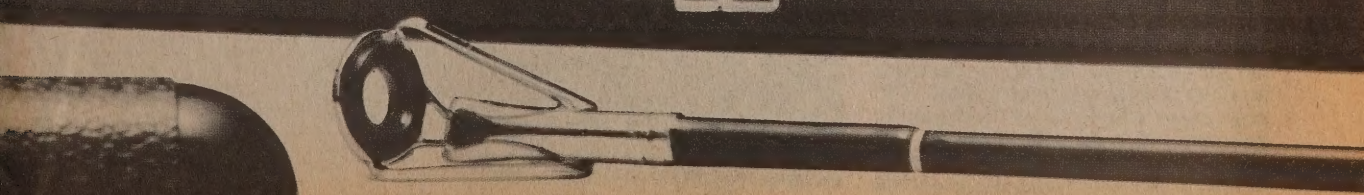


No ad can do justice to these new reels. So for a copy of the Triton GT Owner's Manual and a Shimano Team Patch, send $1.00 to: Triton GT Owner's Manual, c/o Shimano American Corp., 205 Jefferson Rd., Parsippany, N.J. 07054

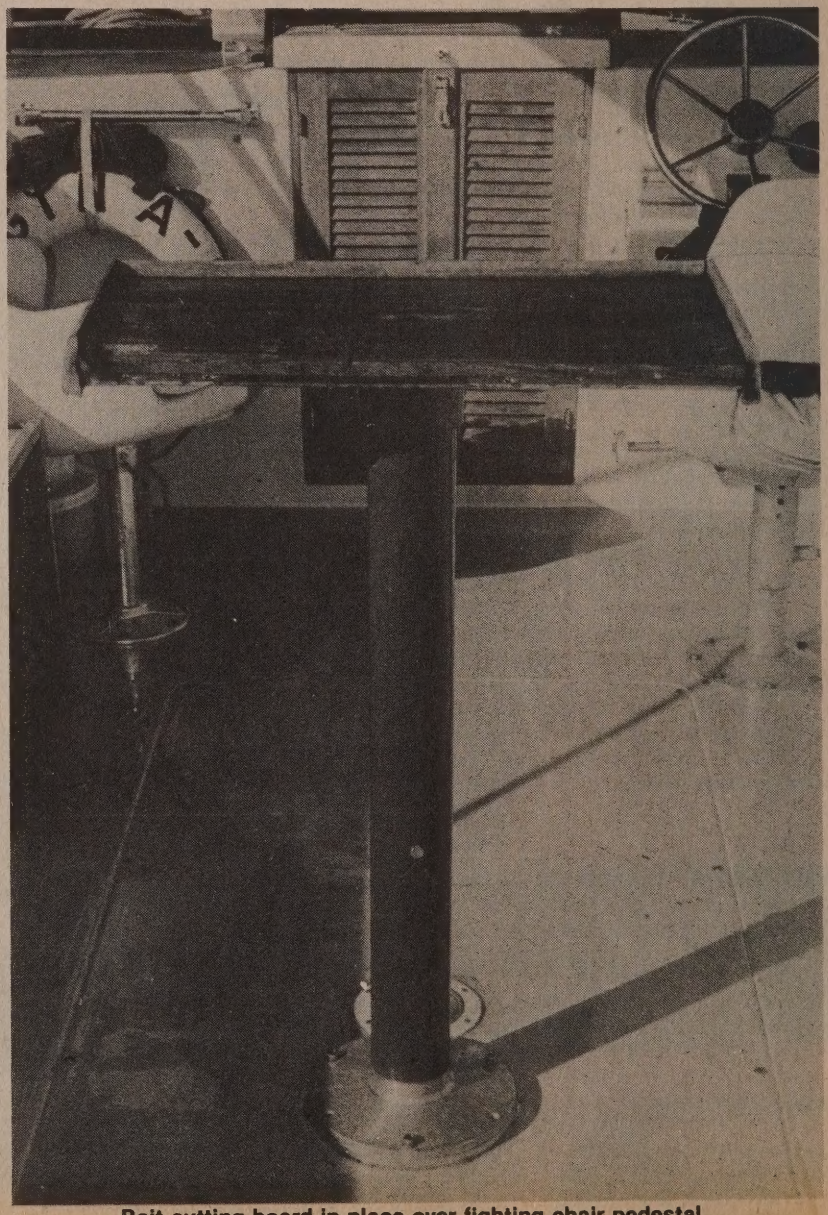
WINTER PROJECTS FOR THE BOATING ANGLER

by Capt. Pete Mikoleski

These off-season projects can help make your boat a more efficient fishing machine.

Boat shows are the best time to investigate the newest accessories available. Time to put the latest Loran through its paces, check up on the most up-to-date depth recorder, or ogle the new compact radar systems that will now fit perfectly on the port side of your helm console. All this is fine and dandy, but I have another reason in mind to make the rounds at the shows. I make it a point to board the latest "high tech big game battle wagons" to see what new ideas have evolved from the engineer's drawing board to make our fishing expeditions more efficient and more enjoyable. While I'm slumming aboard one of these goldplaters, I'm constantly looking for ideas that I can incorporate aboard my modest 22 footer to make it function a cut above the rest. For instance, in the past I realized how convenient it would be to have a chart table, tackle locker, bait preparation center and saltwater wash down system aboard the Regina M. That's a lot to ask of a 22 footer, and still have enough room to wet a line comfortably. With a little ingenuity, and limited carpentry experience at best, I came up with these four additions that put my little mini-sportfisherman in a class all by herself.

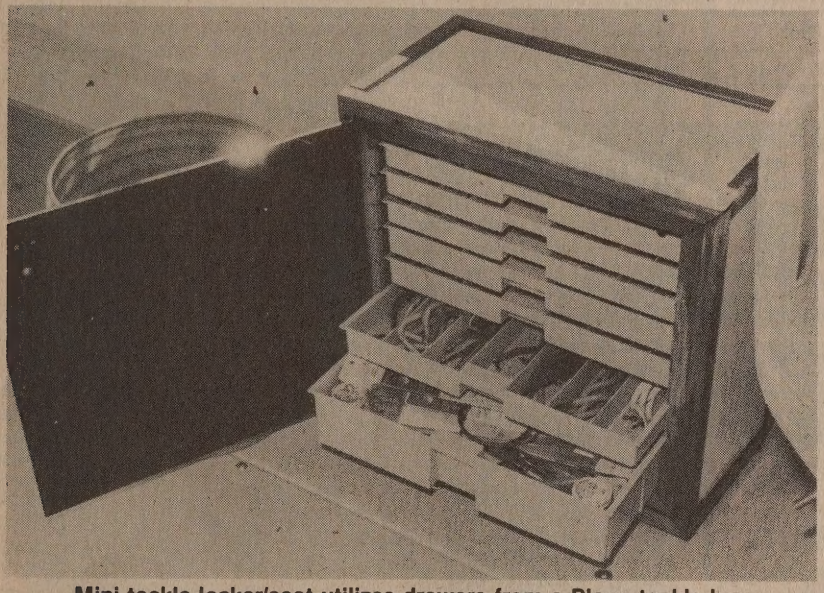
One of the headaches you have to contend with while operating a small boat is handling big navigational charts. It's not easy trying to balance a windblow 4 by 6 foot offshore chart, a pair of parallel rulers and a Loran notebook on your knees while you're bouncing along at 20 knots in less than ideal sea conditions. With the introduction of new smaller, laminated Loran charts on the market, the answer to the problem was a simple one. As soon as I bought one of the newer more compact Loran units, I was able to move it from atop the port side of my cuddy cabin console to a position right next to my chart recorder at the helm on the starboard side. This opened up a flat space about 18 by 24 inches on the console of my Aquasport. This seemed like a perfect place to mount a Carmark laminated offshore Loran chart. I'm pretty sure that if you try hard enough you can come up with a small, flat space that is big enough to mount on of the various waterproof Loran charts on the market even if it has to be trimmed or customized a bit to fit your space. The Carmark chart is made of some pretty heavy duty plastic laminate and costs about $15. Just trim it to fit and lay it in place. Then drill a hole in each corner for a small stainless steel screw and finishing washer. Remember to use some silicone sealer in the holes and simply screw the chart down on to the



Bait cutting board in place over fighting chair pedestal.

console. You'll have a permanently mounted navigational chart that'll be easy to handle and won't blow away. Charting the day's courses with a grease pencil will be a snap. I was going to trim the edges of the chart with some teak molding but decided against it because I felt the teak would interfere with the operation of the parallel rulers.

About the time I got tired of lugging my big heavy tackle box on and off the boat, the safety catches on the drawers wore out. This would result in me depositing all of the contents of said drawer all over the deck and always at the most inopportune time. After being down on my knees once too often, I knew there had to be a better way. That's when those expensive tackle lockers that kept things neat and orderly caught my eye. Since I didn't have the space to build a full size tackle locker, I wanted the storage box to double as a part time seat. I decided to base my design on the approximate dimensions of the Plano tackle box that I was replacing. I also planned to use all those neat plastic drawers that it came with plus a few extra ones that can be ordered directly from Plano. I started working up my dimensions from the inside out, building around the plastic drawers. My simple design consisted of a rectangular box constructed of 3/4 inch plywood approximately 22 inches high by 18 inches wide and about 10 inches deep. The left and right sides of the interior of the locker has a matching set of grooves 1/8 of an inch wide by 1/4 inch deep spaced about 2½ inches apart. They were easily cut on a table saw. I wanted this locker to last a long time and look professional so I went all out and covered the exterior surfaces with a white plastic laminate and trimmed all the edges with teak for that nautical look. A piece of 3/8 inch thick black plexiglass was cut for the door and that completed the project except for some miscellaneous hardware. If you don't want to go all out, I suppose some marine grade plywood and a few coats of polyurethane would serve the purpose just as well. If you don't have any drawers from an old tackle box and you don't want to go through the bother or expense of ordering them, you can easily make your own out of some 1/4 inch plywood.



Mini tackle locker/seat utilizes drawers from a Plano tackle box.

Laminated Carmark Loran chart mounted on port side of author's cuddy cabin console.

The idea for my next project came to light in a very roundabout way. I wanted to install a pedestal mounted fishing chair equipped with a fighting gimbal for quite some time. This would come in very handy when fishing with someone who wasn't used to winching in 300 feet of wire line with three angry bluefish tethered to an umbrella rig. It would also be very useful to take the strain off of someone who has never been tied to a runaway 200 lb. mako before! But it seemed that the fighting chair would take up a lot of room in the cockpit when stalking the more sedate inshore species like fluke, flounder, blackfish, etc. I didn't want to stare at an empty pedestal either. I was also looking for a conveniently mounted bait board to cut bait and clean fish without having to bend over all day long. The solution to the twofold problem came to light when I spotted some 3 inch inner diameter PVC conduit in use on a friend's boat. The PVC conduit looked like it would fit right over the aluminum pedestal of the fighting chair for a pretty good fit. My friend also had some end caps sized to fit the conduit. I figured I could cut a piece of PVC long enough so the bait board would be high enough so you wouldn't have to bend over and strain your back while using it. A one inch thick piece of mahogany (a good durable wood for marine applications at 1/4 the price of teak) 12 by 18 inches served as the material for the bait board itself. The end cap was mounted in the center of the undersize of the board with three stainless steel screws and nuts. The end cap was slipped over the PVC conduit, it fits tight enough to allow turning the board yet it will not come off the conduit. Then the conduit was fitted over the pedestal and there was my bait prep/cutting board where I needed it. I still had the option of having a fighting chair available **when I needed it**, all in approximately the same space. The final step was to drill a 3/8 inch diameter hole through the PVC conduit and the pedestal. Next, insert a 5 inch long 3/8 inch diameter galvanized bolt with washer and hand tighten the nut. This keeps the whole kit and kaboodle from spinning. My boat has an 8 foot beam and the 18 inch long board seems to be the ideal dimension. Trust me, I have one ripped sweatshirt and one torn vest to prove it! I also put a 3/4 inch high edge around three sides of the bait

(Continued on next page.)

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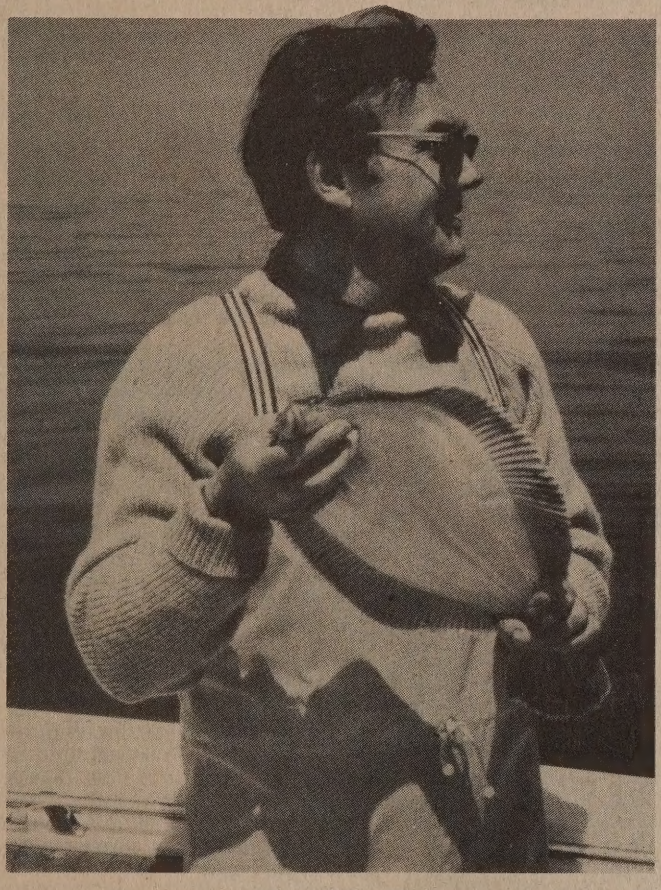
board to keep things from sliding off. I even cut a shallow groove exactly 14 inches from one of the edges to serve as guide to measure my small fluke. Just butt the nose of the fluke up to the edge and pray the tail TOUCHES that line! This winter I may modify the bait board a bit and add some rod holders to it so it can double as a small rocket launcher as well. Another nice addition would be to attach one of those small clamps that come on the end of those fish filleting boards, that should make holding a slimy fish for cleaning real easy.

No glitzy expensive canyon runner is complete without a saltwater wash down system. After finding out that to install such an option on my "yacht" would cost me over $250, and it wouldn't even provide adequate water pressure, I quickly canned that idea. Then one day I was striped bass fishing with Capt. Bob Rocchetta on his boat, the Rainbow II out at Montauk. He showed me the simple system he had devised to function effectively as an inexpensive salt-water washdown system. The heart of his system is of all things a submersible bilge pump. All he did was to make an "L" bracket out of some wood (like mahogany) and secure the bilge pump to the bottom portion of the bracket. Then the whole assembly is mounted on the transom with the bottom of the bilge pump BELOW the waterline while the boat is at rest. Make sure you determine that the bottom of the pump will remain submerged under light load carrying circumstances before you start drilling holes! Otherwise your pump will be sucking air instead of water. The best positioning possible puts the bottom of the pump even with the bottom of your hull. Obviously, when your boat is on plane, the pump will be useless because the pickup will be above the waterline. Bob got around this problem by installing some small diameter PVC pipe utilizing a series of elbows to form a pick-up tube that extends beneath the hull and is always submerged. Clear PVC tubing is run from this underwater pick-up and the bilge pump outlet to a "Y" valve that selects the flow of water from either the pump or the pick-up tube. At rest or at trolling speeds the bilge pump is used for cleaning up before blood and slime gets the chance to dry up. If you're diligent cleaning up throughout the course of the day, your boat will probably need only a freshwater rinse back at the dock. No scrubbing with a brush. As you can see from the photo of my installation, I have yet to install the pick-up tube. That's the first thing on my list next spring. Also, put a coat of bottom paint on the bilge pump surfaces and you won't have the problems with marine growth that I did.

So before you grab your checkbook and head out to a boat show, take a pencil, some paper and a tape measure and see what ideas you can come up with to make your "yacht" fish a "cut above the rest."

IMPORTANT DATES FOR ALL L.I. ANGLERS



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DEEP WATER WHITING TACTICS

by Capt. Kevin Bogan

In the cold winter months, the ling and whiting move from the local ridges and lumps to the deep, dark, and dismal reaches of the Mud Hole. This change of address calls for a dramatically different strategy for the hook and line fisherman. Let's take a closer look at the problems that are likely to confront the angler.

Deep water fishing ranging from 200 to 250 feet is common in the months of February and March. This is a big change from the 60 to 80 feet average depths fished in from December through January. Careful tackle selection is a must. The rod used must have a medium or slow taper. This style allows the rod's shaft to flex throughout most of its length. This extra flex, or softness acts as a shock absorber to help prevent the fish from being dislodged through the long and dreary crank job from the bottom to the surface. We can now expand further on this point. Keep in mind that while a whiting is not a big fighter, he is still going to give it all that he's got to try to get away. The angler's instinct most often is to give it right back! **Don't make that mistake!** Remember that it's a long way up to the surface. Upon feeling the first bite on your line, lift the rod tip up high over your head in one steady motion. It's important to follow through as you set the hook to help eliminate the belly in your line that is caused by the excess depth of the water, and the moving water's currents. If you have hooked the fish, it's now important to keep your cool by leaving your line at the bottom, waiting up to 3 to 5 minutes for the next fish to come along. Keep your rod pointed low and observe carefully for the second fish's tug on the line. This time lift your rod high again, but in a slower motion to prevent dislodging the first fish.

Now the battle begins. It's very difficult to get across to another fisherman just how important it is to play these fish carefully. There's always a good chance of losing the fish through abrupt and erratic movements. Losing the fish is a setback that is hard to overcome, due to the time it takes to boat the fish out of the deep water. I have spent many long days standing on the cold deck of a party boat. In nor'west winds 25 to 40 mph, wind chill to zero degrees, ice forming on the rod's guides. It can get wicked to say the least!

Keep the rod tip as level as possible throughout the duration of the fight.

Bundled against the March chill, an angler decks ansother whiting. Photo by Lou Mauriello.

When the whiting makes its occasional surge to freedom, drop your rod tip towards the fish to relieve the pressure. Always remember that the whiting's jaw is very soft, allowing this fish to have a better chance of pulling free from the hook. The retrieve must likewise be slow paced and steady. Pouring on a head of steam just to get the job done faster will knock off a good percentage of the day's catch. This is, in fact, the key to success in this technique. It's not what you catch in a day's time, rather, it's what you lose. This mode of thinking can be applied to other fisheries as well. The central idea remains: The fish will at all times try to get away no matter how big or small! Don't you be the one to help him out!

Reels: The choice of reel is important when deep water fishing. Oddly enough the first reel picked up by most fishermen is one of the high speeds or fast reels as they are called. These reels normally have a gear ratio of 4/1 or 5/1. The problem here is that the high speed gear usually cannot take the constant grind of a 12-16 oz. sinker.

The constant pressure of the sinker does wear out the gears much faster. The best choice here will be a slow retrieve reel such as the Penn Nos. 60, 65, 112, 66 and 67. These reels aren't fancy, but they can take loads of punishment.

Line: Between 25 to 40 pound test, mono or dacron.

Rig: The rig used can be a two or three hook high-low style with 1/0 or 2/0 long shank hooks. The hook style is not overly important, but the longer shank is a must. Whiting have some of the sharpest teeth of all fish, and just touching them could cause a cut on your fingers that just doesn't want to stop bleeding. Most whiting rigs also come with a short length of slip-over plastic tubing over each hook in assorted colors, much resembling a mackerel tube rig.

Bait: Fortunately whiting will hit most kinds of baits such as filleted herring, whiting, mackerel, squid, etc. The strips should be narrow, approximately 2 to 3 inches in length. What is important, however, is the way the hook gets baited. Insert the hook through the meat and out through the skin. This gives the bait a more useful life and allows several fish to be caught on one bait without having to change as often. If the bait becomes clumped up into a ball, change to a fresh strip.

Clothing: This could be the most important decision of all. Standing still in the cold is tough sledding to say the least. Warm clothes of course, but a good set of rain gear is essential. The rain gear acts as an efficient wind breaker allowing the angler to stand out on deck for longer periods of time. A good quality pair of rubber gloves, preferably insulated, will keep the hands warm and dry. Boots with insulated padding is also helpful in maintaining body heat.

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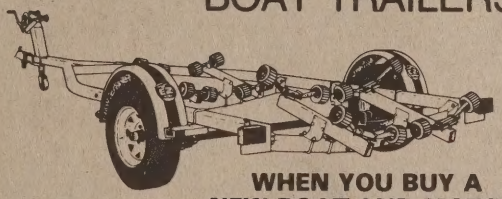

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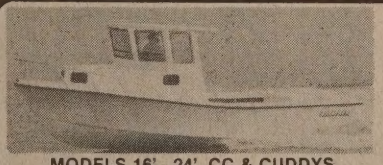

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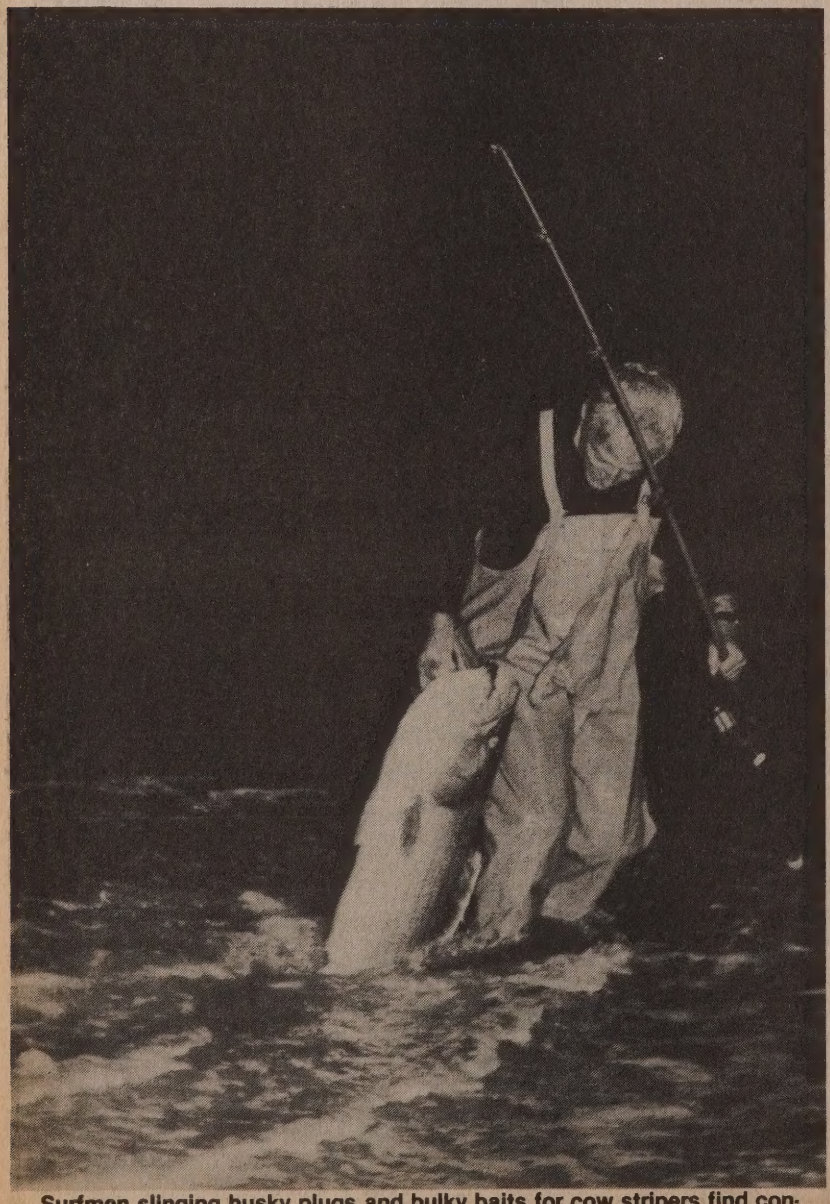
Casting A Vote For CONVENTIONAL

by Mike Campanelli

Some surfmen might do well to weigh the pros and cons of spinning versus conventional gear.

The dark figure moved across the beach and down to the water's edge, where, setting down his bait bucket, he went to work. His movements were silhouetted for me by the lights of the concession stand. As the sun came up, I saw that he was an old gentleman who knew his way around the beach. But what caught my attention was the stick he was fishing with. Later in the parking lot, I was to find that the rod was indeed a "stick". The old beachman was to explain that he fished a Calcutta cane rod with an old Penn 155 taped to it.



Surfmen slinging husky plugs and bulky baits for cow stripers find conventional gear a prudent choice.

At this same location another old sharpie would show me a Harnell 542 matched with a Penn Squidder 140. He was nice enough to take the time to explain the pros and cons of conventional tackle to this pilgrim. I sometimes think he didn't stress the bad points enough.

Today while most of my fishing is done with either a Crack 300 or a Penn 710, I do have this fondness for the feel of dacron under my thumb. There are a couple of reasons for this. The first is that it appeals to the traditionalist in me. The second reason is that over the years I've learned that fishing different locations and baits calls for different approaches. And, conventional tackle used at the right time and place is a very viable tool in the surfman's bag of tricks.

The last couple of years has seen a resurgence in the use of conventional tackle and it is seeing growing use on our beaches. This trend seems to have begun as more and more surfmen started to spend more time bait fishing, especially those fishing the cape. Still, most beach fishermen, especially beginners and the occasional surfman, find they don't have the patience for the multiplying reels. Most don't wish to invest the time it takes to develop the educated thumb that is needed. Even those who have been at it for years will have nights ruined with a bad backlash though they are loathe to admit it. Many a night I've watched a dark figure hunched over a reel picking out a bird's nest muttering obscenities to all the gods of fishing.

The argument over which is better, conventional or spinning is an old one on the beach. But they should not be viewed as which is better but examined in the light of where and how they will be used.

Why are surfmen returning to conventional for their bait fishing? They are finding that there is no wasted motion compared to spinning. When left in a sand spike the line is held against the wave action by the click ratchet, the spool disengaged. Upon a pick-up it's a simple matter of letting the fish take line, then flip the free spool lever and engage the spool and in one motion set the hook. No playing with the bail and line or tightening of the drag nut. Also it can handle heavier weights, even eight ounces of lead and half a bunker are within reason for some sticks.

Speaking of setting the hook, it is here that conventional really has an edge. The use of either dacron or micron line makes it far superior in this department. Having driven an 8/0 Siwash hook clear through the lower jaw of a large bass one night, I

can attest to it. For good or bad, while you can put the hurts to a fish, remember a large fish can in turn put the hurts to you. You'll find that fights will be more intense, though usually of shorter duration.

While usually not the gear I prefer for most of my plug fishing, I do not use conventional for large swimming plugs. The micron line loaded on my reels enables me to feel the plug's action and thus add to the control of the plug. Plugs like the old jointed Pikies and large metal lip plugs armed with eel skins work well with conventional. Rigged eels and conventional gear were made for each other and here again, it's the ability of the line to telegraph what's happening at the terminal end. Work the rod tip and it in turn will make the eel come alive.

This combination of power, control and line strength make conventional tackle a favorite among surfmen who fish the Island's bridges. A conventional rod with some backbone coupled with a Penn 140 loaded with 50 lb. dacron is the tool of choice to pull a large bass from beneath a bridge without getting cut off. Attempt to do the same with an 1165 Lamiglas and a Penn 704 spinning reel and this big gun of the sand beach will lose fish after fish to the bridge's pilings.

While the use of dacron or micron lines with their minimal stretch feature give conventional outfits some advantages over spinning, they are also a source of problems.

For one thing it's not a good idea to use braid in a picket line of fishermen using mono. Due to their make-up, braided lines will be pushed through the water faster than the mono lines around them and all kinds of tangles can occur. And you'd be lucky not to get hung with your own line. This tendency to sweep makes it difficult to hold bottom on occasion. Also you can forget about distance when casting with either dacron or micron, especially into any kind of wind. Unless you thumb the spool, the line will slow down before the spool, creating an overrun, or simply put, "one hell of a bird's nest." Dacron is not called a "hot line" for nothing. Be careful or it will blister your thumb.

Some of the problems can be easily remedied. The old trick of simply wetting the line before casting will help cool off that hot line. Or better still, for better control and no blisters, thumb the side of the spool and not the line. Before the spinners out there chuckle, think about all the casting fingers that if not taped up like a mummy, get turned into hamburger after a night's casting. The problem of not holding bottom and not getting any distance in a cast can be fixed by switching to a spool loaded with mono. But remember you'll be giving up most of the pluses I've just outlined.

As to what type of conventional equipment to use I can only write about what I use and am comfortable with. For most beach and bridge work a heavy meat stick is used like the old Harnell 542, now called Harrington 542 or a Lamiglas SB 121 5M. An old 1165 Lami cut back a foot and a half at the tip is a good stick to start with. For jetty and back bay the Harrington 540, Lami SMB96 3M or BT 108 fits the bill.

As far as reels it comes down to the old standard Penn Squidder 140, modified with a Newell conversion kit, and the Garcia 7000. The Garcia 7000 with its level wind feature and excellent casting ability makes it a favorite with the beach crowd. The Squidder, because it takes such a beating is more popular with most jetty jockies. The Penn is also easier to get serviced and find parts for.

Before running out and buying a conventional rod and reel, look around and see what is popular where you spend most of your fishing time. Try borrowing a conventional rig to try or at least get the feel with a few casts from a friend's outfit.

So after all the pros and cons it really comes down to, will conventional tackle fill a need in your arsenal of rods? If it does, remember to just keep castin'.

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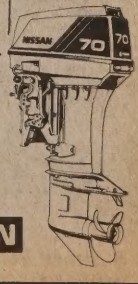
Beam	8'1"
Weight w/140	3300 lbs.
Max. H.P.	205 V-6



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SHOPPING FOR A QUALITY FISHING BOAT

Part One — *by John Raguso*

Here is how to be sure your buying quality when laying down big bucks for that dream boat.

A few weeks ago, I wrote an article in The Fisherman that described many of the new fishing hulls for the 1986 model year. Although the storyline was dedicated to researching current layouts, I offered some parameters for decision-making that would guide you in the purchase process if you decided it was time for a new boat. Since many of you have asked me to expand on this topic a bit, this week we'll discuss in greater detail what attributes add up to making a truly quality boat that will hold its value over time and be a safe platform for your inshore and offshore fishing adventures.

After comparing notes with many of my fishing buddies who, like me, venture 30 to 70 miles offshore in 23 to 27 feet seaworthy craft, I've come up with a checklist of features that we collectively feel are important in determining a boat's overall quality of construction and utility. The new or used boat you are considering may not have all of these attributes, but it should have more than just one or two. Here's a summary of what to look for:

- 100 percent hand layup hull and deck construction
- Some form of deep vee hull
- True self-bailing deck
- Basic or level foam flotation
- Minimum 140 gal. fuel capacity
- Large fishboxes that drain overboard
- Dual motors, dual batteries, dual bilge pumps

These terms may be familiar to you or they may rival the Greek alphabet in their level of confusion. In an attempt to give you as much information in the space permitted, let's detail what you should know about each one of these features.

100% Hand Layup Hull and Deck Construction: Most of today's popular boats are made out of easy-to-maintain fiberglass. This is a misnomer of sorts, since this type of contact molding construction is actually an amalgam of materials that produces a finished product consisting of about 60 to 75 percent resin and 25 to 40 percent fiberglass, hence the term "fiberglass reinforced plastic" or FRP. Most marine engineers feel that a 60/40 resin-to-fiberglass ratio gives optimum results for strength and flexibility in the offshore environment, so your boat should come as close to that level as possible. If the ratio of fiberglass to resin leans too far towards the glass proportion, the finished product may not have enough resin to fully saturate the layers of reinforcement material and delamination may occur. On the other hand, if there is not enough fiberglass in the "mix," the boat becomes "resin rich," typified by a heavy boat that has no real strength and is brittle.

The hand layup construction technique developed as the industry standard to best control the fiberglass-to-resin ratios in the contact molding process. To give you a brief overview, the hand layup method starts with a female mold which is waxed and treated with a parting agent like polyvinyl alcohol (PVA) to enable the hull to pop-out of the mold after completion. Then the "from-the-outside, in" construction commences and the finished product as we know it begins to take shape.

First step is to spray about 15 to 20 mils of NPG gel coat into the mold,

FIBERGLASS LAYUP SCHEDULES

★ MAKO 254/258 ★

15-22 mil gelcoat	1½ ounce mat
3/4 ounce mat	24 ounce woven roving
1½ ounce mat	1½ ounce mat
1½ ounce mat	24 ounce woven roving
24 ounce woven roving	

★ GRADY-WHITE 24 OFFSHORE ★

20 mil gelcoat	1½ ounce mat
1½ ounce mat	24 ounce woven roving
1½ ounce mat	1½ ounce mat
1½ ounce mat	24 ounce woven roving
24 ounce woven roving	

★ SEA CRAFT 23 SF ★

gelcoat	1½ ounce mat
1½ ounce mat	24 ounce woven roving
1½ ounce mat	1½ ounce mat
1½ ounce mat	24 ounce woven roving
24 ounce woven roving	

★ BERTRAM 26/28 ★

gelcoat	1½ ounce mat
3/4 ounce mat	22 ounce woven roving
1½ ounce mat	1½ ounce mat
22 ounce woven roving	22 ounce woven roving

★ AQUASPORT 246 ★

gelcoat	1½ ounce mat
3/4 ounce chopped mat	22 ounce woven roving
1½ ounce mat	1½ ounce mat
22 ounce woven roving	22 ounce woven roving

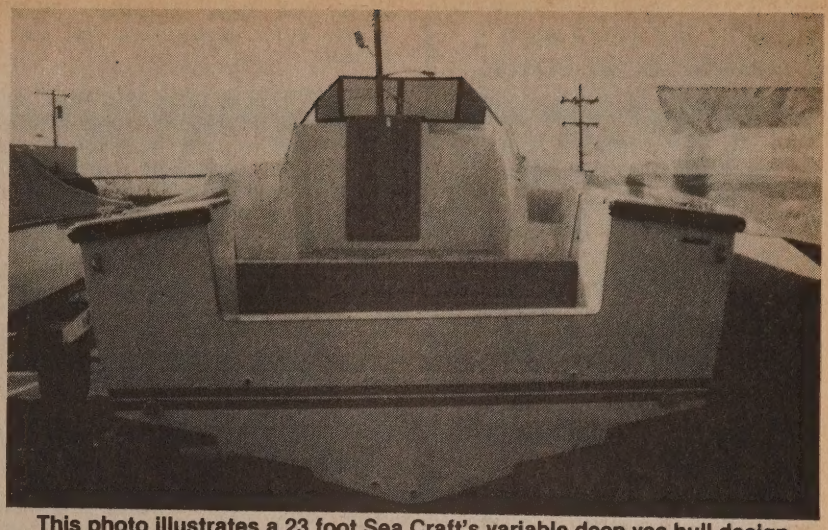
which gives the hull its hard exterior gloss and sheen. Alternating layers of mat and woven roving are then laminted into the mold to achieve the designed hull thickness and strength.

Woven roving is really the backbone of most contemporary fiberglass hulls. This is a thick burlap type material made from continuous glass fibers that are interwoven in N-S/E-W directions for consistent strength and its weight is calculated in ounces per square yard. Mat is merely a bulk-building material that is utilized to add thickness so as to prevent the coarse rug-like profile of the woven roving from "printing through" the hull's exterior gel coat. Mat consists of strands of disoriented fiberglass held together in a binding material that is soluble in the polyester resin typically used in the contact molding process and that is calculated in ounces per square foot. Fab Mat is a material that is sometimes used in the FRP process and it's a combination of the two materials that are joined or stitched together at close intervals that makes the hand layup process a little easier, since the mat has a tendency to "ball-up" when it's rolled out in the mold by itself. The hand layup process gets its name from the way the fiberglass reinforcement materials are laid into the mold, "wetted-out" with a resin gun and then rolled into the many unique contours of the hull to ensure that the stress areas achieve a uniform application of glass and resin.

Many manufacturers use a chopper gun in lieu of mat sheets as a substitute for achieving the required bulk between the layers of woven roving. While this is easier and cuts down on the construction time, it adds unnecessary weight due to the relationship of excess resin-to-fiberglass inherent in this process. This makes for a heavy, brittle boat with no real extra strength for the added weight, and the quality of the application varies from boat to boat, depending on the mood of the chopper gun technician. The top boat builders avoid chopper guns like the plague for their hull and deck fabrications, but its use is considered beneficial when constructing bait wells, fish boxes, or deck hatch molds, since the gun can get into corners and tight spots that a roller would find difficult. Many manufacturers have pioneered new lamination techniques, using cored materials like Airex, Baltek-core, etc., and Kevlar woving is substituted for fiberglass woving where greater strength and lighter weight is required. Some companies are also breaking new ground with resin technology, incorporating modified epoxy resins because of their greater adhesion and flexibility properties which are more resistent to fracture and delamination, but more about that in a future article.

To give you an idea of how some of today's best fishing hulls are constructed, I've listed a few specific

(Continued on next page.)



This photo illustrates a 23 foot Sea Craft's variable deep vee hull design.

A dual power rig in its most economical format. The auxiliary will return the author's rig at 6 to 7 knots while burning about 2 GPH.

Hydra-Sports 2500 is a true deep vee that cuts nicely through a moderate head sea.

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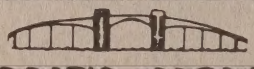
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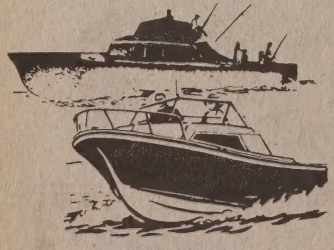
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boats and their fiberglass layup schedules for your review and comparison:

Some Form of Deep Vee Hull. An area of confusion for many potential boat buyers is trying to comprehend the complex variety of marine hull designs available today. At the risk of oversimplification, the road to understanding starts by dividing the myriad of choices into two basic categories: displacement and planing hulls, and know that each group has a number of sub-classifications.

A displacement hull, true to its name, makes way by actually displacing sea water as it plows through the waves. These boats typically are powered by either small diesel or gas inboards, or outboards of modest horsepower, since they don't need a lot of thrust to achieve their designed hull speeds. Predictably, displacement hulls are very economical to operate, even in the larger versions. I used to fish on an old 42 foot Bruno and Stillman boat that burned only about 9 GPH at 14 to 15 knots equipped with a single Cat diesel, and the 1.6 nautical MPG is outrageous when compared to some of the current fuel-gulping planing hulls consumption patterns in that class. Craft like the old "down east" lobster boats, Groverbuilts, Bruno and Stillmans, Sisus, Verity skiffs and the Maine-built Seaway skiffs, all qualify as displacement or semi-displacement boats.

Advantages are good fuel economy and the ability to stay at maximum speeds even in rough water. Before you're tempted to think that this hull style could be the cure-all for your boating/fishing requirements, understand that the stated advantages come at the expense of other features that you also might consider as desirable basic requirements for your new platform. The downside of displacement hulls is that they're frequently on the slow side (11-16 knots) and roll quite a bit in a beam sea due to their typical soft or rounded chine construction.

We could devote an entire article on planing hulls, but some of the more popular forms and their distinguishing characteristics are:

True Deep Vee—transom deadrise angle of 18 degrees or more.

Variable Vee—a combination of dual deadrise angles at the transom.

Modified Deep Vee—transom deadrise angle of about 16 degrees with sharp entry forward.

Modified Vee—transom deadrise angle of only 10 to 12 degrees.

Cathedral Hull—a tri-hull design with modified vee characteristics.

There are also proprietary designs like the Seacraft VDH hull and the unique configuration found on the Rybo Runner, but these can be grouped under the "variable vee" category since they are of a singular but modified deep vee construction.

Planing hulls live true to their name, since they literally rise up and plane across the ocean's surface. You'll find some of the deep vee varieties capable of speeds in the 35 to 50 knot range and the offshore racing designs about 50 percent faster than that! Obviously, all this speed requires a lot of horsepower to move it and true deep vees pay the price at the gas dock. Another factor to consider is that owning a 40 knot boat with twin V6 outboards or dual V8 inboards may be beneficial when you're at the showroom making plans for a 75 mile Canyon run in less than two hours, but be practical—on how many days does the ocean really allow you to use that speed? My 24 foot Grady White Walkaround is capable of 35 knot speeds in the bay with a single 200 Merc outboard, but I've rarely traveled in excess of 22 to 24 knots on my long range offshore trips, because sea conditions just won't allow it.

In retrospect, planing hulls will give you the speed to get where you're going faster than the displacement craft, even under somewhat marginal conditions. If you want more fishing time and a larger practical geographic fishing zone, and don't mind paying a higher fuel bill for this advantage, then a planing hull may be the right selection for your goals and objectives.

The only logical choices for serious ocean-going duty are either a true deep vee, variable deadrise vee or a modified deep vee. The modified vee and the cathedral hull are great when the seas are a flat calm, but you'll knock your fillings loose if even a moderate chop develops when you're out there. The deeper, sharper entry of the recommended planing hulls have a superior ability to slice through oppposing head seas, and when manufactured, they usually are beefed up in stress areas by overlapping the fiberglass reinforcement around the keel, chines and strakes during the layup process. The difference between the deep vee, variable vee and modified deep vee designs is that a true deep vee will carry its extreme deadrise angles all the way to the transom, hence presenting more of a wetted surface under the waterline and needing more power (and fuel) to keep it up on plane. The variable vee and modified deep vees share a deep forefoot with their true deep vee cousins, but begin to modify or soften the deadrise angle of the hull as you trace the lines back towards the transom. This allows for quicker planing out of the hole when you hit the throttles and also presents a reduced profile under the waterline for a slight increase in fuel economy. It's an equitable trade-off and many anglers are finding that the variable vee and modified deep vee perform well in the offshore arena in all but the most extreme weather conditions. Trim tabs are a great complement that help achieve maximum potential from one of these hulls, since they'll allow you to keep the bow's sharp nose down to break the seas, but more on that in another article.

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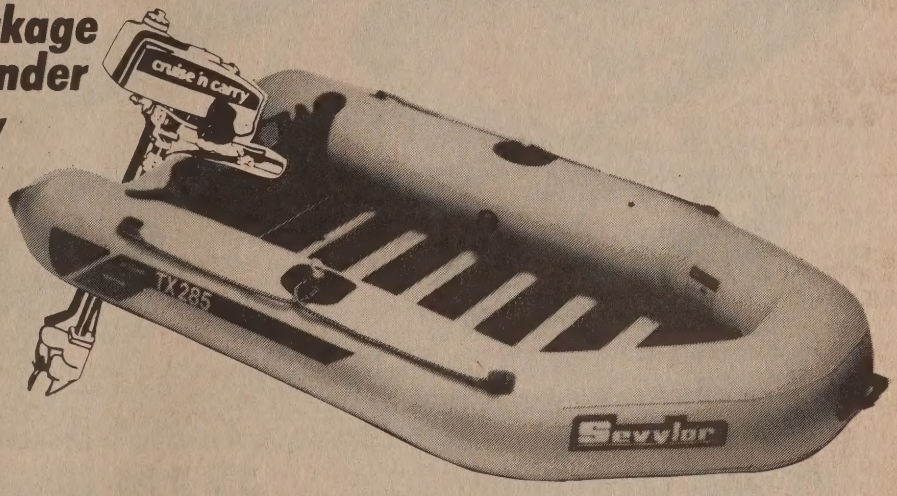

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The tender is equipped with foot pump, aluminum oars, carrying bag, roll-up floor, drain plug, bow handle, swivel oarlocks, grab line and maintenance kit.

TX 285 9' Tender

Three separate air chambers
Two exclusive patented Sevylor swivel oarlocks and drain plug.
Comes equipped with oars, pump and wood slatted floor
Horsepower Rating: 6 hp Capacity: 800 lbs.
Boat Weight: 56 lbs. L.O.A.: 9'2" Beam: 5'

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Beam: 5'
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Horsepower rating: 4 hp
Capacity: 800 lbs.
Boat Weight: 56 lbs.
L.O.A.: 9' x 2" Beam: 5'
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These tenders are equipped with rigid sectional marine plywood floors, separately inflated keels, built in wooden transoms, swivel oarlocks, bow handles, grab line, foot pump oars and maintenance kit.

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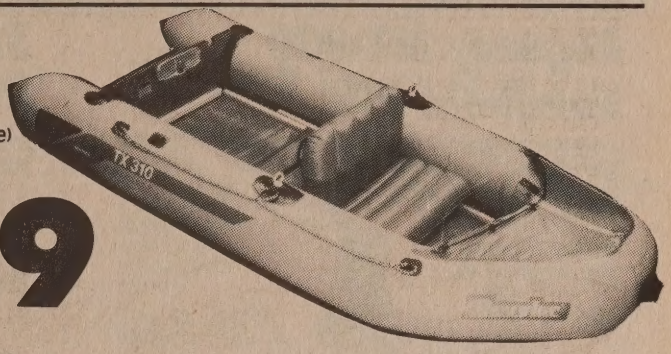

TX 340 11′ Runabout

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Comes equipped with oars, pump and drain plug.
Horsepower Rating: 15 hp Capacity: 1100lbs.
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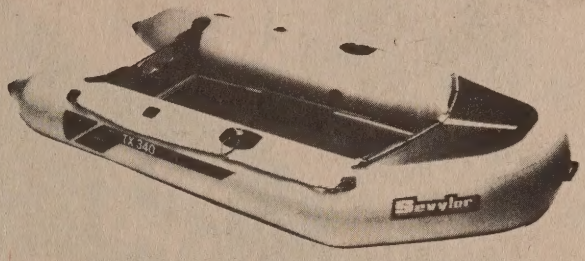

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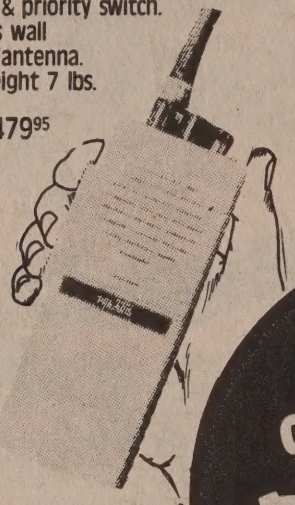

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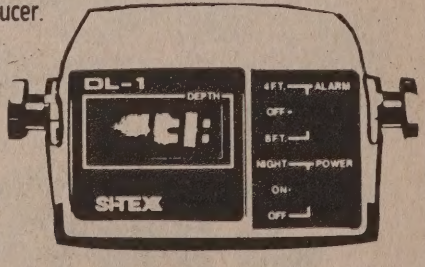

SMR ST-550 Channel VHF 78 Radio Telephone

The new striker 550 is an ultra compact multi channel VHF that features a back-lit LCD readout and rotary control for all 55 USA channels plus international channels. Features 25 W/1W switch, 4 weather channels, and channel 16 priority switch.

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For The Entire Family!

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Can be towed behind boat. 2 person, 500 lb. capacity, heavy duty, PVC construction, 3 separate air chambers. Comes complete with 2 safety valves, 2 padded foam seats, 2 easy grip handles, 2 molded speed handles, 1 nylon tow bridle, 1 boarding stirrup.

Size: 81" x 35½"
Weight: 10 lbs.

Reg. $99.95

SHOW SPECIAL

$69.99

ST 1000 Ski Tube

56" diameter 2 chambers equipped with special gusset with 2 lap seams for added seam strength. 2 handles and nylon tow strap.

Reg. $44.99

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ST 4000 Knee Board & Surfer

Heavy duty 1-beam construction, 2 fins, foam knee pad, adjustable nylon strap with buckle and velcro.

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SHOW SPECIAL

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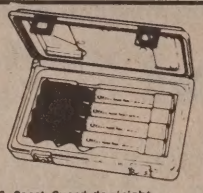
LOCATER® Marine Signal Kit



- Meets minimum U.S. Coast Guard day/night requirements
- 2-minute burn time, 500 candle power
- Colorful label with illustrated instructions for fast, easy use
- Watertight carry/storage case floats full loaded
- Built-in hand grip for carrying ease
- Compliance seal included
- Ship weight 5 lbs.

Reg. $23.95

SHOW SPECIAL $14.95

ALERTER® Marine Signal Kit

- Meets U.S. Coast Guard day/night requirements
- Convenient bandolier with 3 red meteors plus space for 3 or more.
- 6-second burn time, 250' altitude, 10,000 candlepower magnitude.
- Watertight carry/storage case floats fully loaded.
- Built-in hand grip for carrying ease.
- Compact for easy storage.
- Compliance Seal included.

Ship weight 5 lbs.

Reg. $29.84

SHOW SPECIAL $19.95

12 Gauge ALERT LOCATER® Kit

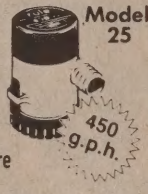
- Meets all Coast Guard day/night requirements plus the added protection of 3 hand-held red flares. Canister will float fully loaded. Includes:
- 12-guage launcher with bandolier
- 3 12-guage meteor flares
- 3 hand-held red flares
- Watertight, floatable canister with storage space for extra signals
- Compliance Seal included

Ship weight 6 lbs.

Reg. $44.95

SHOW SPECIAL $28.99

rule BILGE PUMPS



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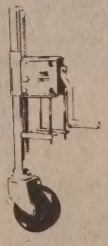

500 lb. capacity in a fast acting easy to crank jack. Self locking worm gear holds jack at desired level. Lift to 24" from ground to top of trailer tongue with 17" of gear travel. Zinc plated finished resists rust and scratches. Large 6" polycarbonate wheel for easy maneuvering. Ship weight 18 lbs. Stock #1800650

Reg. $89.05

SHOW SPECIAL $46.95

Outboard Gas Tank by Mirax

6 Gallon Capacity Heavy Duty Plastic Construction Convenient Carry Handle. Ship weight 5 lbs

Fitting Extra

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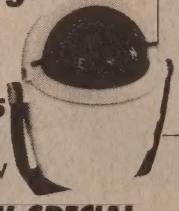
The Ever Popular Model 66 Mount Anywhere Compass



Sports styling, popular direct card reading. Cycolac case and bold anodized aluminum bracket for weather resistance. Movable sunshade, jeweled movement. Installs atop a deck or console, on face of dash or bulkhead. Red illumination, internal compensators. Nonglare finish. 4¼" wide 5¼" high. Available in black or white. Please specify when ordering.

Ship Weight 4 lbs.

Reg. $36.95

SHOW SPECIAL $23.95

The Rugged Model 88B

Heavy duty diecast metal casting. Contra spin jeweled movement with aircraft type compensators. Has a direct reading dome type card ideal for large and small boats-power or sail. Compass can swing free in bracket or be locked in any position. Illuminated. 4⅝" high, 3⅛" dia.

Reg. $51

SHOW SPECIAL $32.95

Model 57B THE LITTLE COMPASS THAT DOES A BIG JOB!

Direct reading dome-type card for easy visibility Removes easily from bracket for storage. Built-in compensators. Compass and bracket both finished in matte black. Measures only 3⅛" wide and 3¼" high. Ship weight 1 lb.

Reg. $19.95

SHOW SPECIAL $13.99

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Reg. $32.18

SHOW SPECIAL
$21.95

The Famous Pee Wee Vest by Stearns Life Jacket for 5-9 year olds

A specially designed vest for children 2-9 years. U.S.Coast Guard approved. Closed cell foam insulation/floatation, won't mildew or waterlog. Non-rusting front zipper, quick drying. Adjustable at sides, between leg strap prevents ride up. Ship weight 4 lbs.

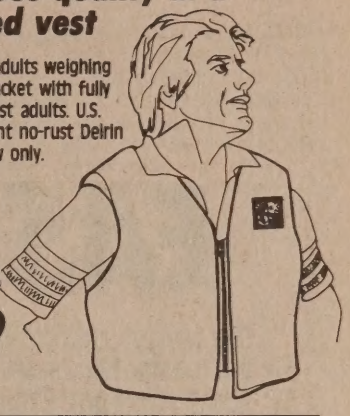
Stock #- Color Coded to Age Group
#442205-Yellow-Age 2-5
#442205-Blue-Age 5-7
#442709-Red-Age 7-9

Stearn's famous quality in a new low priced vest

A universal sized vest for adults weighing over 90 lbs. This is a full jacket with fully expandable sides to fit most adults. U.S. Coast Guard approved. Front no-rust Delrin zipper. High-visability yellow only.

Reg. $28.99

SHOW SPECIAL
$17.99



Life Jacket Storage Bag

White vinyl fabric packed case with plastic zipper and handles. Holds up to 6 AK1 life jackets. Red lettering identifies bag. Coast Guard requires life jackets to be in like-new condition and readily accessible-this bag is the answer. Ship weight 1 lb.

Reg. $19.95

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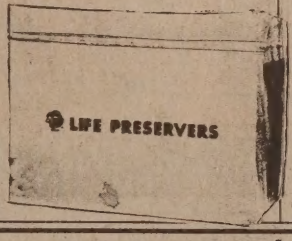
$9.88



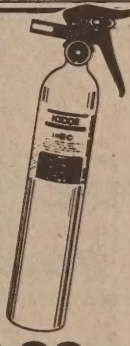
Signal Tone Hand Held Horn

Gives loud clear signals, attracts attention in an emergency - also used for bridge signals. Complete with 14 oz. freon canister and trumpet head with non-leak valve. Ship weight 2 lbs.

Reg. $13.99

SHOW SPECIAL **$6.88**

Kiddie Mariner 10B:C Fire Extinguisher



U.L rated for flammable liquids (Class C) U.S. Coast Guard approved. Easy to read guage, rust free, lightweight aluminum cylinder. Color, White. Ship weight 6 lbs.

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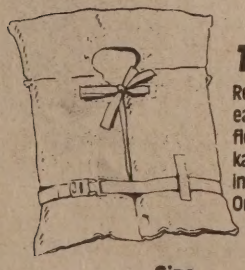

Required on all recreational boats for each person on board. Supports head & floats wearer face up. Shell is 100% nylon, kapok fill in electronically sealed vinyl inserts. Lightweight and fully adjustable. Orange only. Ship weight 4 lbs.

Size	Reg.
Adult over 90 lbs.	$11.15
Child medium 50-90 lbs.	$10.80
Child small 30-50 lbs.	$10.50

SHOW SPECIAL
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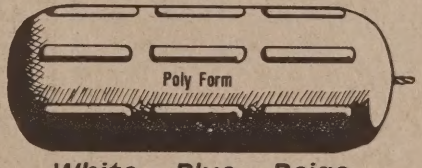
H-T-M Boat Fenders by Poly Form



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UNDERSTANDING LORAN C

by Brion Babbitt

In recent years the entrance and wide acceptance of Loran-C radionavigation on the saltwater fishing scene has had a dramatic impact on the world of marine sportfishing. No other invention, save for the rod and reel itself, has created such a profound influence on the lives of marine anglers and the way they pursue oceanic gamefish.

Loran-C, an acronym for Long Range Navigation, is a low frequency radiowave navigation system operating in the range 90 to 110 kHz and utilizing land-based transmitters that send signals to the Loran receiver aboard an angler's boat. The Loran signals allow the mariner to accurately determine his position at sea.

Loran navigational systems are at work throughout the U.S. and at various parts around the world. The individual Loran operating system that provides navigational data for a given coverage area is known as a chain. Here in the northeast section of the U.S., the regional chain consists of five transmitting stations: a master station in Seneca, NY, and secondary stations located in Caribou, ME; Nantucket, MA; Carolina Beach, NC and Dana, IN. New Jersey mariners are guided by the master station and secondaries at Nantucket and Carolina Beach. Operating and maintenance of Loran chains is the charge of the U.S. Coast Guard. The chains are designed to provide navigational aid 24 hours a day, in all types of weather, and to remain within specified tolerances of broadcast operating at least 95 percent of the time for the chain's given coverage area. In practice, the Loran chain system is a highly stable, reliable and very accurate means of navigation for mariners, though the Coast Guard cautions against total reliance upon any one means of navigation. Thus, your compass is as important as ever in indentifying direction of travel and in verifying Loran navigational information.

In the principle of operation, the master station transmits a synchronized pulse which is detected at the onboard Loran receiver. At a precise interval of time after emission of the master pulse, a synchronized second pulse of radio energy is sent from a secondary station. Upon receipt of the second pulse at the receiver, the time difference (TD) is computed between the times of arrival of the master and secondary pulse at the receiver. The time difference is small, being measured in microseconds (a microsecond is one-millionth of a second), and is displayed as one of the readouts on the Loran receiver. This TD can be found on a Loran-C chart covering the appropriate geographical area. The TD will fall on a line (either shown or one that can be interpolated from two printed lines) on the chart, and other TDs that lie on the same line correspond to the same difference in arrival time between the pulse from the master station and a pulse from that particular secondary station. This unique line is known as a line-of-position (LOP).

The TD point on the LOP can be related to the difference in distance from the point of observation (your vessel) to the master and secondary stations. This is the basis for finding your position at sea, however the TD

(Continued on next page.)

A full knowledge of Loran C will not only smooth navigation to productive grounds, but will help you return to them more precisely.

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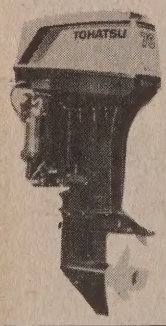

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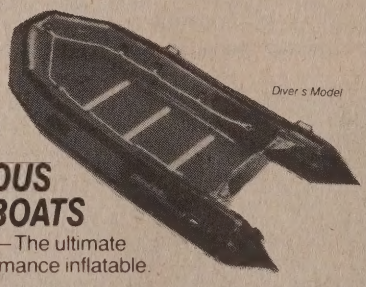

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for the master station and one secondary provides only one coordinate on a two-dimensional ocean surface. The second coordinate comes from measuring the TD for the master station and another secondary transmitting station. This second TD appears as the other receiver readout and can also be plotted on a LOP found on the Loran chart; where the two LOPs intersect is your position, and is known as a "fix" or waypoint. In effect, a Loran-C chain imposes an electronic grid over a certain coverage area and your task, through your Loran receiver and displayed TDs, is to locate your position on the grid.

The accuracy of the Loran system is very good, though there is always some degree of error in the process of making a measurement. The accuracy of Loran in allowing mariners to precisely find their location is a function, naturally, of any error associated with the transmitter stations, the transmission medium (the effect of terrain on the propagation of the radio waves), the receiver, the charts used in plotting waypoints, and the operator. Each component will contribute some error to the overall system. And there is some accuracy lost in converting TDs to latitude/longitude coordinates, if you wish your location in these terms.

Loran users often speak of absolute accuracy, and this refers to the ability of the user and his Loran to find a true geographic location using the Loran system, having never been there before. The absolute accuracy of Loran is in the range of 0.1 to 0.25 nautical mile (about 600 to 1500 feet) using standard nautical charts. Where you are within this error range depends on your exact location within the Loran coverage area. Thus, absolute accuracy is of concern when finding a totally new location to fish.

However, repeatable accuracy is much better, and refers to the ability of Loran to return to a position where you have been before. Repeatable accuracy is good to within 50 feet of a spot for which you have already recorded Loran numbers. Again, exact accuracy here depends on your location within the Loran grid supplied for your area.

"Where you are within the Loran coverage area" is a common phrase in discussing the relative error of Loran measurements. The spacing or distance between adjacent Loran lines is called the gradient and this feature varies for the area serviced by a Loran chain. The spacing is a natural and unavoidable function of the inherent geometry of the Loran broadcast system. The geometry is known as hyperbolic, and as a result, causes some parts of the coverage area to have larger gradients (greater spacing between lines). In short, a larger gradient has an intrinsically greater error in interpolating between adjacent LOPs

because only a small change in a TD will correspond to a large change in distance, or put another way a smaller gradient will allow the user to more accurately determine positioning.

Crossing angles—the angles at which LOPs intersect—are also important in determining plotting accuracy. Ideally for greatest accuracy the angles should be 90 degrees, but this never occurs in practice. For practical purposes, the angle should be at least 30 degrees to provide a reasonably accurate waypoint determination.

Error can creep into Loran measurements as a result of something known as secondary phase factor. A Loran signal must travel from the inland transmitting station over a ground path as well as a sea path. Radio waves travel slower over land than flat ocean and this effects TD measurements, however this is no problem if your nautical chart LOPs take this into account. A chart that is labeled "all-seawater paths" means that the loran overlay print is based on LOPs calculated on the assumption that the radio waves traverse only over water. In this case, actual TDs will vary somewhat from the ideal, theoretically computed TDs shown on the map. However, variations between the real and ideal TDs will effect only absolute accuracy and not repeatable accuracy.

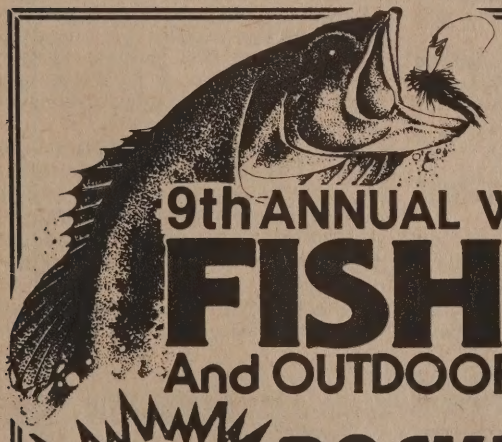
The Loran-C chain designation for the operationg system in the Northeastern U.S. is 9960. This designation is the first four digits from the group repetition interval (GRI). The GRI is the length of time elapsed from the beginning of a master pulse signal to the start of the next master pulse. In between the leading edge of each master pulse are the duration of the initial master pulse, the gaps between pulses and the duration of each secondary station pulse in the chain. The total length of time (GRI) is 99600 microseconds for a complete master-secondary pulse sequence for our 9960 Loran-C chain here in the northeast.

The georgraphical area covered by a given Loran chain is determined by the power transmitted from each station in the Loran chain, the distance between the towers and their relative orientation. The signal energy acquired by your Loran receiver from transmitting stations is actually relatively weak, that's why most receivers are built to handle a signal to noise ratio of 1:3. This means that when the Loran signal is buried in interference noise that is three times as great as the Loran signal, the receiver can still discriminate the desired Loran signal for proper navigational operation.

If the Loran signal is ever too weak for proper operation, your receiver will display a lost-signal alarm. Other common alarms to caution the user are a "blink" alarm—an alarm that alerts that abnormal broadcast conditions exist at one or more stations—and a cycle alarm that warns that the receiver is tracking an incorrect cycle on one or more signals. This alarm is seen on a receiver on start-up while internal testing is in progress to verify proper cycle-lock.

Notch filters are part of a receiver's elelctronics and are designed to eliminate electrical noise interference close to the Loran-C frequency. These filters may be set at the factory or by a dealer, or may be manually tunable by the user before proper operation of the receiver. Care must always be exercised with manually tunable filters—improper adjustment could lead to elimination of part of the Loran signal.

Proper Loran receiver operation requires due care in installation of the antenna, antenna coupler and the receiver itself. The antenna should be mounted at the correct height and away from obstructions. Good grounding is always important for trouble-free use of any Loran receiver. But most importantly, a thorough understanding of the Loran-C operating system, your receiver and its capabilities and limitations is vital to improving fish catches—now and in the future.



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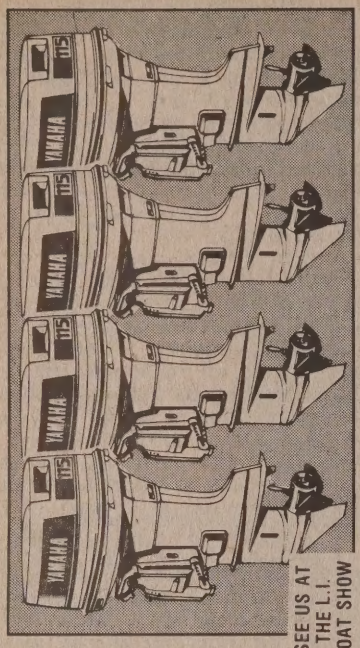

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CUSTOM GAFF & ROD RACK

by Pete Barrett

It is not unusual for an offshore shark and tuna fisherman to carry three to five gaffs, possibly a line pusher, a tagging stick, plus deck mop, boat hook and deck brush for a total of eight or more items that must be properly stored to keep decks clear while fighting a fish.

Inshore fishermen who specialize in fly rodding or light tackle techniques may find the need to add customized rod storage that specifically fits the unique tackle they use.

Some boat companies install rod racks that are too small to hold anything more than a spinning rod and reel while you may want to put a 4/0 trolling outfit or bluefish jigging outfit into the rack. These same undersized racks may not even hold a gaff, a boat hook, a mop or deck brush.

Bob Lake showed me a neat set of rod racks that he made for his 27 foot Robalo that overcomes all of the problems just mentioned. His rod rack design is relatively simple to make and the racks can be modified in dimension and shape to fit any size tackle or boat space.

Bob is one of those guys who can do wonders with carpentry and cabinet work. The racks he made are of 1½ inch thick teak and finished with a high gloss finish that looks like something you'd see on a Rybovich or Merritt: they are beautiful, durable and functional.

The most important thing is that they work. Bob's design uses bunji cord to hold each gaff in place and no matter how rough the ocean, they won't pop free to spill onto the deck. When a gaff, tag stick or boat hook is needed, the bunji cord quickly slips off the lip and the item you need is ready for use in an instant.

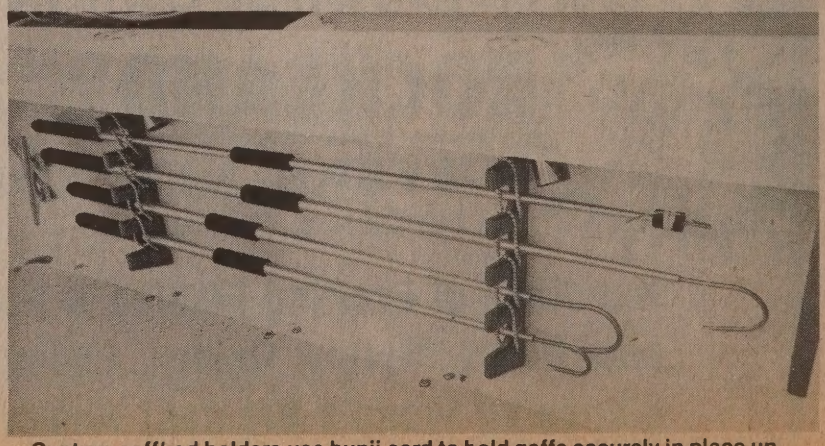
I used Bob's design to make a set of similar racks for my Topaz. Mine were made of 1 inch teak, routed on the front edges for a fancy appearance. Since my fight chair and all other teak is natural oiled finish I applied ten coats of Tip Top teak to the racks for a rich looking finish that lasted all season.

The racks also held light tackle. When the tuna trips ended in mid-September and we switched to blues and bonito, the same racks that previously held flying gaffs and heavy tuna gaffs did a perfect job holding light spinning and bait casting outfits.

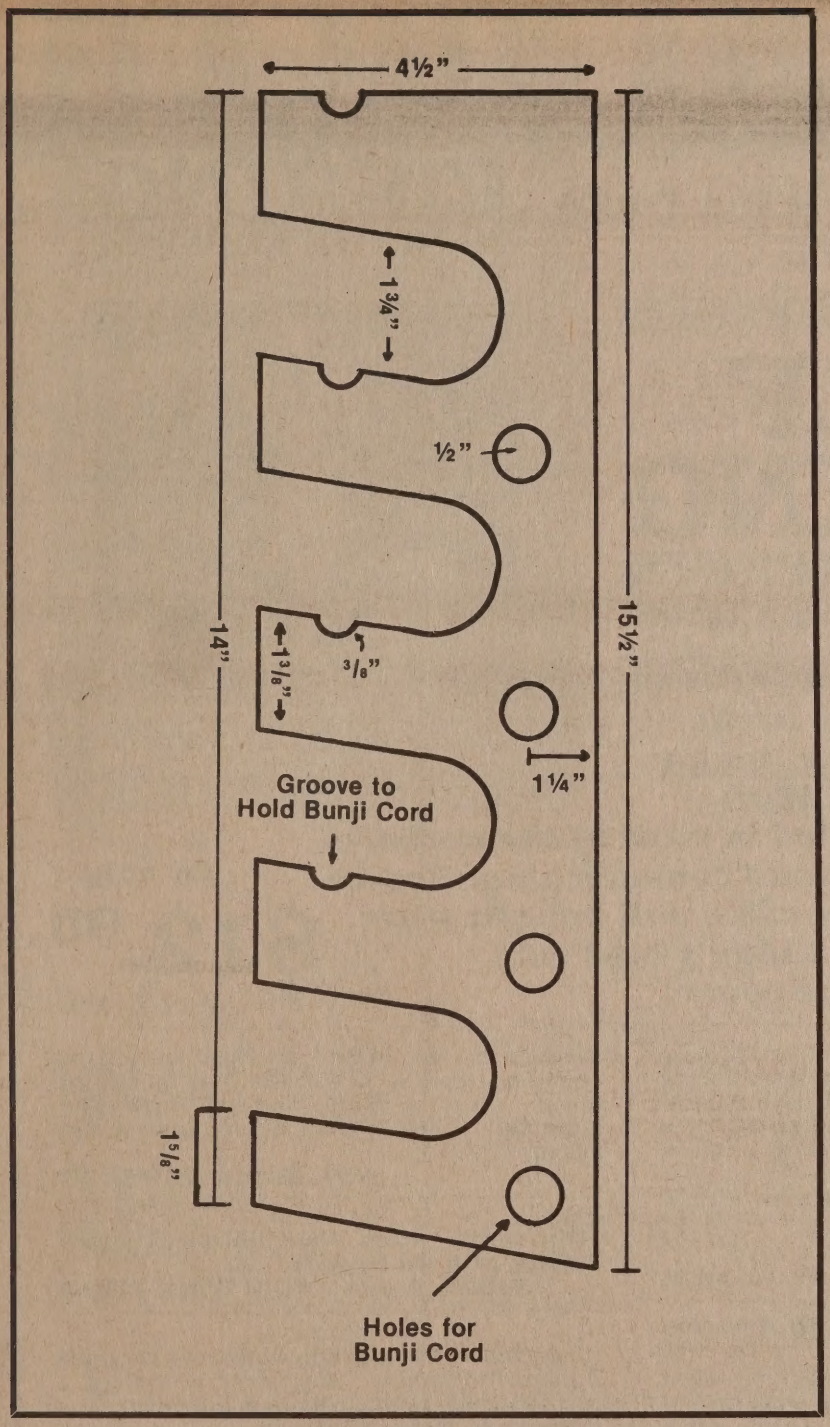
The accompanying diagram gives the dimensions for Bob's original design. If you are handy with saws and drills, simply redraw the diagram to full size and trace it onto a plywood pattern. Bob advises making the pattern first to be sure the size is right and that the rack will fit on your boat. After you have made any modifications to adapt the pattern to your particular boat, then go ahead and make up two pairs of racks, one set for each side of the boat.

There are many variations to this sytem. I've seen guide boats in the keys that used a rod holder of similar design but with much wider platforms to hold the rods. Some guides will stack three or four rods side by side in the holders.

To keep light tackle rods and reels from getting scratched small pieces of



Custom gaff/rod holders use bunji cord to hold gaffs securely in place until needed. The design can be adapted to almost any boat.



indoor/outdoor carpet can be glued in place as padded cushions.

You don't have to use teak. Mahogany is also an excellent choice if you want a natural oiled or clear epoxy finish. The guide boat type rod racks are often made of two or three layers of plywood glued together, sanded and then painted with an epoxy paint like Awlgrip or Imron.

The rod racks can be made in any size. I'm going to make a similar rack for use in my basement and instead of teak, 1/2 inch plywood will work just fine. The rack will measure approximately 6 feet high and will hold up to 48 rods of all sizes from fluking sticks to tuna rods by criss-crossing the rods, butt to tip and storing them side by side much like on the guide boats.

If you aren't too handy with a saw and drill you can have a local carpenter make the racks for you, or you can give Bob Lake a call at (201) 840-0065 for more information or he can make the racks for you.

They added a lot to my boat which had no factory installed holders for gaffs or boat hooks. The racks hold everything in place neatly, but without sacrificing fast access when you need them.

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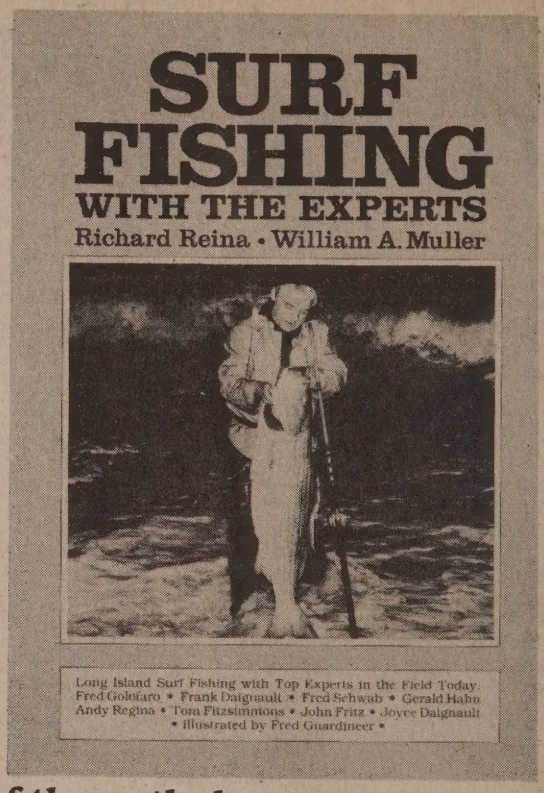
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LET'S TALK ANCHORING

by Capt. John DeMaio

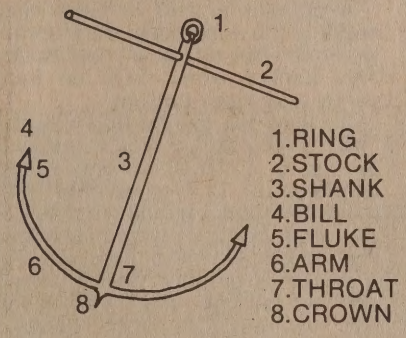
The most neglected piece of equipment on a private boat today is the anchor. Great emphasis is placed on the electronics as every year the latest and the best recorder, Loran, radio, and so forth, reach the market. Many fishermen go about their day and conversation with at least 20 types of electronics on the tip of their tongues. How many watts, how many way points, how many ranges and how much it costs. Both list and the best price available by at least 3 different dealers. I am willing to make a wager that 50 percent of these walking memory banks could not name 3 different anchors. You make that bet 3 to 1 and I will throw in a cement block for a first answer. This shouldn't be, your anchor is your best friend. It can even save your life.

Every boatman should have on board his boat an anchor, or anchors, that can make his vessel secure to the bottom in most all situations to be encountered. A preferred anchor for fishing may not be the answer for severe weather. Also, you can lose an anchor. Two anchors would be advisable for those boats with the capacity to stow 2. These anchors may be of similar design but should vary in weight.

Keep in mind that your anchor is only as good as the line used to reach the bottom. Incorrect diameter line and poor judgement on the amount of line needed compound the problems confronting private boatmen. There is no set formula for anchoring a boat that takes in all the factors that enter in. If there were, it would look like this: Size, Weight and Draw of Vessel + Weather, Tide and Bottom Conditions + Depth of Water = Anchor Design and Weight + Diameter and Length of Rope.

You cannot press any buttons on your electronic equipment to receive an answer unless you happen to have a programmed computer on board. About the only help your equipment will give you is the depth. Otherwise your answer is guesswork. Having already done it once and past experience will provide the answer. In other words, you have to feel your way through it. Begin with the correct ground tackle and you should manage easily. The following information may provide answers for some and the basic fun-

(Continued on next page.)



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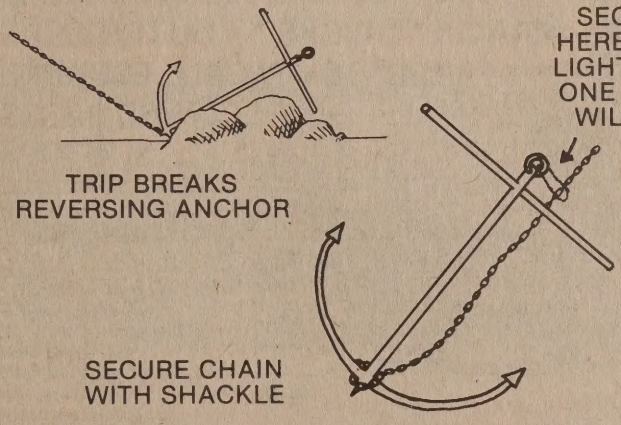
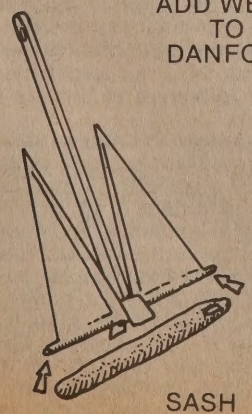
RIGGING AN ANCHOR TRIP



HOW TO ADD WEIGHT TO A DANFORTH



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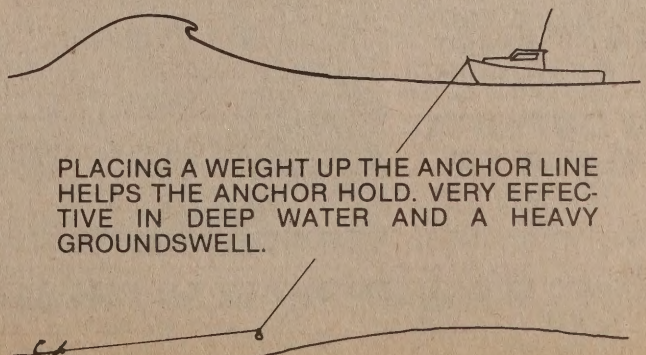

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damental start for others.

Selecting the right anchor is where you begin. Manufacturers of anchors offer a table of anchor weights to boat size. Always go heavier than recommended! I believe the table formula presented by the makers is for ideal or near ideal conditions. We do not live in an ideal world, never mind fishing in one. For the larger boats, a spare anchor (both overweight and oversized) would be appropriate for heavy weather.

The area where you intend to use your anchor should determine its design. Just about everyone on the water uses a Danforth, and with good reason. A Danforth will hold in any kind of bottom you may use it in. Mud, sand and also a hard or rocky bottom. The design offers a lot of anchor for its weight. Do not think of this anchor as perfect.

1. Due to its design, the anchor will tend to fishtail its way to the bottom. In a tight anchoring situation of deep water and strong tide you may not end up where you intended.

2. The anchor often holds too good, making it a problem to release.

3. Flukes bend easily under stress. Most often when trying to retrieve a "hung" anchor.

A popular anchor in hard rocky areas is the sand trawl. At Montauk we often refer to it as a "rock hook." This anchor works best on hard, sandy and rocky bottom.

A rock hook can be rigged with a "trip" as the sketch illustrates. With the use of a trip I have only used 2 anchors in 10 years. Full time fishermen actually can wear out an anchor. A Danforth would never give the longevity a sand trawl will. The rock hook's number one problem is stowing it. Unlike the Danforth that can lay flat, the rock hook is awkward.

Having once selected the anchor we now turn our attention to the line. As stated earlier, the difficulties of trying to get an underweight anchor to grab is compounded by an overweight rope. Most boatmen are using line heavy enough to hold a barge into a gale. Heavy rope catches more tide and surge and makes for more drag. The heavier the rope, the heavier the anchor and let's not forget the correct scope (distance of line for boat to anchor).

Nylon rope is unbelievably strong. You could anchor any outboard in the 20' range with ¼ inch line. This would offer less drag, which means a smaller anchor which means less weight to haul back. Unfortunately, ¼ inch line has 3 basic faults. For one, it will tangle too easily making for trouble on board. Also, it will not hold up to any chaffing. Lastly the thin line can dig into your hands somewhat. The best bet for a small outboard would be a 5/16" line. Even that diameter will create some

tangle problems. This rule of thumb applies to larger boats. My boat is a perfect example. When I got into the first "Vivienne", a 30' lobster boat, I gave 3/8" line a chance. I wasn't sure it would hold. At the moment, I am on my third 30 foot "Vivienne" and still using a 3/8" line. Even on badly hung anchors I have yet to break the line. One day I bent the chuck trying to break loose a hung anchor and still the line failed to part. The 3/8" line takes up less space on board and makes for less weight.

Between the rope and the anchor goes a chain. The chain serves a dual purpose. One, it prevents chaffing of the line and two, it adds weight. Weight ahead of the anchor line is essential for keeping the anchor "down", enabling it to grab the bottom. Don't worry about the chain providing weight. It takes a great deal of chain to keep an anchor down. Only 5 feet of ¼ inch galvanized chain is needed for a small outboard. I only use about 8 feet of 3/8" for my boat. At Montauk, where hard bottom prevails, many boats use 20 feet of chain. It may be a good idea, but it's mighty heavy to haul back in. Check the illustration for adding forward weight to an anchor.

Concerning the amount of line needed, boats up to approximately 30 feet and fishing in deep water areas, have an entire spool of line which is 600 feet. Even outboards used by serious fishermen would be wise to have 600 feet. Larger vessels may need more rope. Of course, it all depends on the depth of water you fish in. Fishing in shallow bay areas requires considerably less line. For the open ocean, use a long anchor line and carry additional rope for towing or a spare anchor line.

The amount of scope needed is determined by the depth. A 4 to 1 ratio will work well in most anchoring attempts. More often than not you can use a lot less. At times, you may have to go 6 to 1. If your boat and your safety are in peril, and the anchor is the only thing between you and disaster, let it all hang out!

To anchor properly, begin by having all the anchor line ready to go so it can run off freely (always coil line clockwise). Drop the anchor and allow the line to run off uninhibited. After it hits the bottom give it all the line you may think it needs before you tie it off. If you try to cheat on the amount of line you need you will prevent the anchor from grabbing and it will bounce along. On occasion I find it necessary to slowly tie off the anchor as it grabs. Take a half turn on the cleat or bit and permit some line to go off as the anchor grabs. This will ease the anchor into the bottom and not jar it loose. You can also take off the strain by running the boat into the tide slightly. This method of anchoring is useful in strong tides.

If you drag your anchor through heavy weed bottom such as eel grass or kelp, it will not grab so try again. This brings to mind that some spots require unique anchoring procedures. One such place in Montauk that needed special attention demanded that I place another anchor approximately 10 feet behind the main one. On windy days with strong tides, this method is often the only solution. The Shagwong area is another place that offers nothing but trouble on a strong west wind and ebb tide. Not only is my rock hook useless, but my 40 pound spare Danforth won't hold either. We cannot control the bottom we wish to anchor over. Most harbor masters or marine operators will tell you where the best bottom is for safe anchorage in a strange harbor.

So let's see some smart anchoring this season gang. And please, make sure you allow for the current when you anchor uptide of me. One day in the not too distant past, a boat tried anchoring close to me. At first they bounced the anchor by me—on both sides. Next they bounced the anchor back again directly uptide and smashed into my bow. Everyone is entitled to make a mistake, we all will eventually, but three out of three! Come on guys, give me a break.

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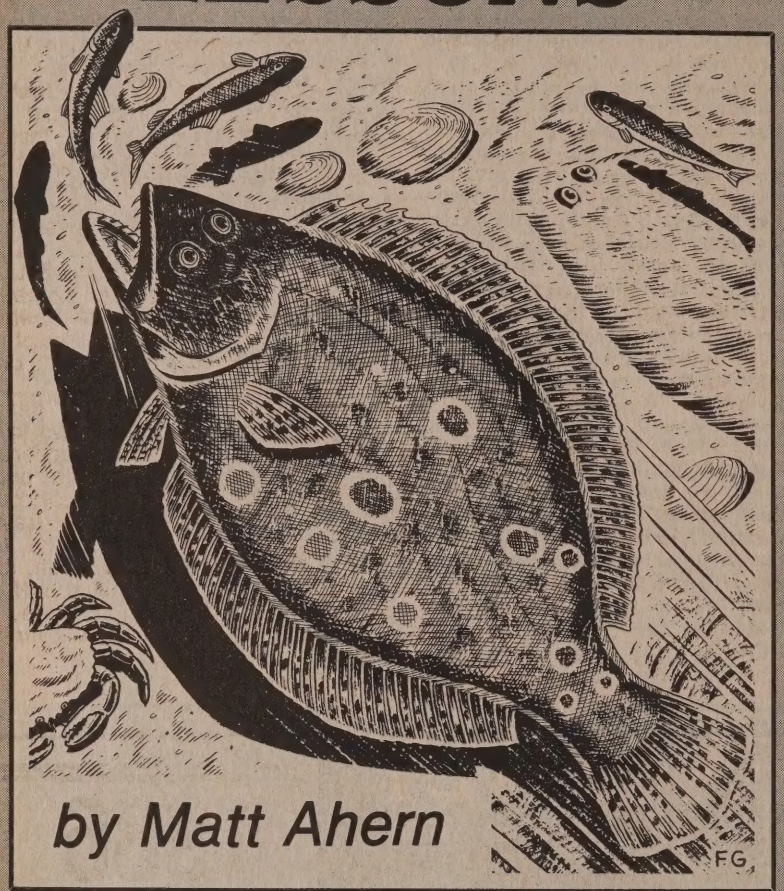
HARD EARNED LESSONS



by Matt Ahern

Throughout a long and varied fishing career, I've met scores of fishermen who blithely enjoy their sport in a manner best described by others as "doing it the hard way." I am well aware of this quirk, for I am not entirely immune. I can recall the many times over the years when I've fallen victim to asinine judgments of my own making. About this time I can hear you say: "Haven't we all?" Of course. Therefore, I am not about to tell you that you should have listened to that inner voice, for we are what we are, and because of that, heir to our personal frailties. Perhaps this is the only way we learn that all that glitters is not gold.

As I've said, I have been aware of these fishermen's quirks over the years, but the first time I noted their existence was one late summer day in 1930 when I was holding down my first job as mate aboard Canarsie's Old Rose R II. And because it was my first job and one I loved with a passion, I fostered an enthusiasm toward it which I could not hope to duplicate today. No labor was too difficult or strenuous. After all, you know, when you're 16 years old and endeavoring to make a good impression.

On this particular September day, Dick Persson, the skipper, had planned on fishing a piece of mussel bottom north and east of Sandy Hook. The sea porgy fishing has been great there during the past few trips as it always was at that time of year. As October approached, two and three pounds were the common run, and just as suddenly as October arrived full blown, the fish would disappear, not to return until the following September.

As mate, it was my job to collect the fare and pool money; the fare being two dollars and the pool a quarter. This tab by today's standards seems ridiculous, I know. But during those sad Depression Days, that fare, plus the pool money was often difficult to come by. Therefore, it wasn't unusual for some fishermen to pay the fare and not enter the pool. Those two bits were important and the risk of losing them was often considered too great. But at the same time, it wasn't unusual for kindly, more affluent fishermen to enter total strangers in the pool with no thought of remuneration—which actually has no place in this story, but I thought I'd throw it in as a goodwill gesture.

Well, anyway, as I say, it was my duty to collect that fare and pool money. And also to answer those multitudes of questions which exist to this day, questions which only a mate encounters: "Where we going?" "Am I rigged right?" "What are we fishing for?" "Hello, Marty. How'd you guys do yesterday?" And on and on; questions without end, questions which were truthfully answered then and which should truthfully be answered today. If the fishing had been bad the day before, those who asked were told the truth; in fact, skippers of the day insisted that this be done. And do you know, we never lost a patron that I can recall. And we had our share of poor fishing days, too. It wasn't all beer and skittles those days, regardless of what you may have been told.

But this day was one of those rare days when every fisherman but one entered the pool. The exception was a lady angler whose husband refused to put up the extra quarter, saying this was his wife's first trip and that her chances were nil against the "pool sharks" on board. I said nothing, for I'd heard it all before.

With the fare-collecting out of the way, I began the chore of opening and slicing skimmer into bait-sized pieces. I was almost finished when the skipper called me to the pilot house. "A fog bank's rolling in from the south," he said. I looked, and sure enough—there it was: a brooding, flattened mass, sun-dappled on top, grey and foreboding at sea level. "I guess we'll forget those porgies today," Dick said. "We'll try that fluke wreck. Tell the fellows to change their riggins—and break out that salted squid."

Now is the best time to tell you about that fluke wreck. It lay offshore of Sea Bright in about 50 feet of water. I'd been told it was the crumbling bones of an Italian bark that had gone down during a violent northeaster many years before—about 1850 I'd heard. But proof of this was never established so far as I know. Only a handful of party boat skippers knew of its existence, and as the passing years took their toll, these knowledgeable fishermen became fewer and fewer.

I'd fished it several times before—but only in fog-shrouded secrecy. Skippers never fished it on clear days, for its location was closely guarded. To fish it on clear days might give someone on board the opportunity to take shore ranges of its exact position. We had no electronics those days, of course, so the finding of the wreck was done solely by compass and running time. All this hush-hush was worth the effort, for that wreck was a great place for outsized fluke in late

summer and early fall.

Dick Persson was the type of skipper who always knew where he was on that ever restless ocean: fog, snowstorm, you name it, there was never need for concern. Therefore a half-hour after we entered the fog and cautiously picked our way along, I wasn't surprised when I was told to get the anchor ready.

Within minutes of our arrival, fluke began to come up. Here one, and there another; a consistent pick throughout the morning. In-between gaffing the larger fluke (we never used a net), I managed to get a rig overboard and nail a few. Any fluke estimated to be under four pounds was nonchalantly lifted over the rail. If we occasionally dropped one, it mattered not. Just go down and get another.

About noontime, it happened.

Amid shouts of "Gaff! Gaff!" coming from the bow, I heard shrieks of feminine alarm. They came from the erstwhile lady angler who was struggling with a doormat fluke so large it seemed determined and capable of pulling her overboard. She had handlined it to the surface and there it lay, looking all the world like an undulating section of brown carpeting. Praying I wouldn't miss, I reached down and stuck the gaff into the monster's head, and with the aid of the lady's husband, lifted it over the rail and shook it free.

And there it lay—all 19½ lbs. of it. (At dockside it tipped the scales at that weight; possibly its actual weight was over 20 lbs.) The closest fluke to it that day was a mere nine or ten pounds. I doubt if that lady ever allowed her husband to forget the day. There was no pool for either that time.

Will we ever learn?

Earlier I had said I was not immune to doing things the hard and foolish way. And while I don't know if that lady angler of so long ago really did allow her husband to forget, I know one lady who doesn't allow me to forget the day I messed things up pretty well for her.

Back in 1940, my wife and I used to do a lot of skiff fishing for fluke. Most of this was done in the Far Rockaway/Atlantic Beach area of Reynolds Channel. And there was some pretty good fluke fishing there those days, for never did we return empty-handed. We always rented a skiff from Henning's (it was on the north side of the bridge then); and for a dollar and a quarter, we got a roomy, no-leak skiff and a quart of frisky killies.

I'd row out into the channel and dunk bait any place that "looked" fishy, which might be east of the bridge, or near the old Coast Guard Station. The choice was the whim of the moment, for wherever one dropped anchor, fluke made their presence known in minutes.

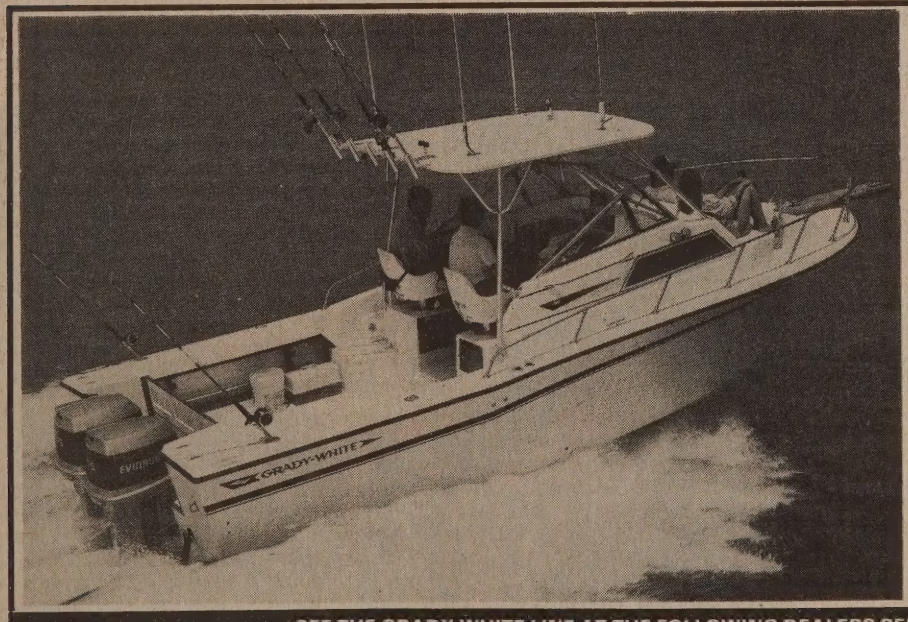
Contrary to my practice of fluke fishing, when my wife was along I did no drifting. We were content to remain at anchor and lift a fluke aboard from time to time. It was delightful fishing, no rushing around helter-skelter. But on this particular day I have in mind it wasn't so delightful. I did it the hard way.

My wife rarely used a rod and reel when we skiff-fished, for she didn't need it. With the aid of an old beat-up drop line she not only caught many fluke, she often outfished me.

I recall rigging my outfit first. It was then I discovered I had left behind most of my fluke rigs. Instead of having a dozen or more, I had but three. And one of these was not only ancient, but I couldn't recall where it came from. Its silk hook wrappings were frayed from age and use, its gut leader speckled with rust spots. I shrugged my shoulders and instead of minding that warning bell which chimed from the deep recesses of my mind—I attached it to my wife's drop line.

Don't ask me why. I just did it. Anyway, I'm sure I don't have to go on—you can guess what happened. My wife hooked one of those once-in-a-lifetime fluke and before I could get a net under it, that frayed wrapping let go. Goodbye fluke. It's over 45 years now since then, but whenever I brag about hot-shot fluke fishermen, I am gently reminded of that experience. It has a calming effect.

When will we learn?



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LITTLE THINGS THAT HELP A LOT

by R.P. MacIntyre

If you fish from a small boat, you know the true meaning of clutter. There always seems to be something underfoot or balanced on the side decks. Sometimes even sitting down is a hazard to your anatomy. Fishermen seem to collect tons of gear and always lack space to keep it properly. After a decent compass, the first thing we think about is some way to keep our extra rods and reels off the deck and out of harm's way.

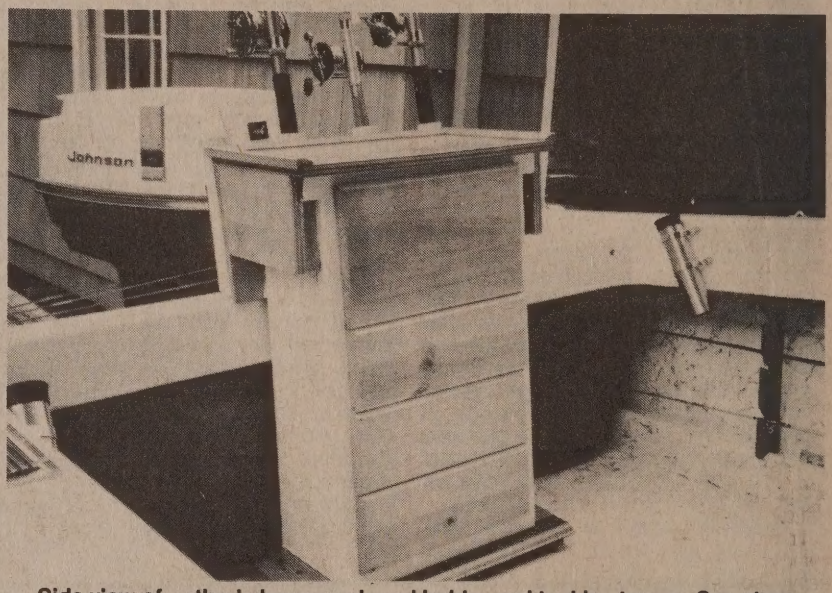
To combat short space and tight budget, I simply fit rod racks under the gunwales, three rods to a side. These were made from 1'' x 3'' yellow pine, cut with a sabre saw to shape after I fitted each by using a piece of cardboard, cut to exact shape, as a template. Each one had to be cut out separately and fit, but the results were gratifying. Brass cup hooks were screwed in top and bottom, with a length of bungee cord installed to keep rods or gaff in place. For finish, I stained them and gave each three coats of polyurethane so they'll never soak up water.

If we don't have enough rods along to fill all the slots, the gaff and boat hook are secured in them. Gaffs must be properly protected on board small craft. We slip a tight fitting length of surgical tube over the end and secure it to the shaft. Only a quick tug will expose the point. In an emergency, a large cork would do, but is easily lost unless tied to a thong.

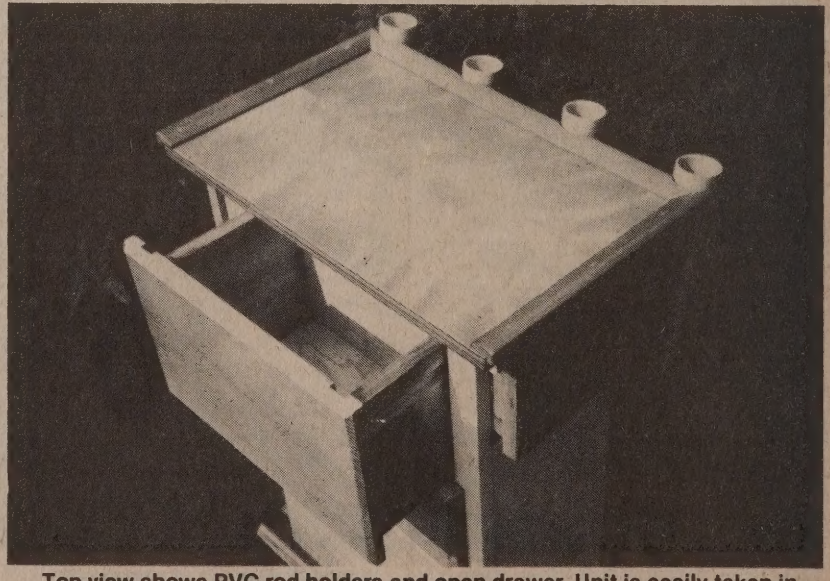
Having fished from some of the newer and larger center consoles or cuddy cabin boats, I envied them with their spacious interior. I found that by removing my back to back walk-thru seats, I could really open things up, yet I felt a definite need for more rod storage capacity. We often fish for stripers half the night, switch to drifting for fluke when daylight tide is right, then motor out to a reef and try for blues. If we want to try for snappers later, it means we have to have four separate rigs each, or make do with less than ideal tackle, so a leaning post, tackle organizing, rod rack, was decided on. I knew the unit had to be kept small, so that the outboard could easily be reached in an emergency, yet it had to be big enough to store gear and at least four more rods out of harm's way. The top was to double as a bait cutting station.

The actual dimensions are as follows: 30'' high, 16'' wide and 10'' deep. The top is about 20''x12''. The unit was sized to fit against my splash well and allow free access to the areas on either side, and under the well, where fuel and battery are stored. I knew I could never safely store 4 drawers full of tackle and gear aboard a boat parked in suburbia most of the time, so it had to be made easily removable.

After searching for and not finding any quick, easy method on the market, I devised one of my own, as



Side view of author's homemade rod holder and tackle storage. See story for construction details. Also homemade are rod holders, both sides, under gunwales.



Top view shows PVC rod holders and open drawer. Unit is easily taken in and out of boat.

follows: A piece of 3/4" wide aluminum was fastened to either side of the bottom, forming an inverted "T." Next, two strips of hardwood, in this case beech from a pallet used to skid machinery, were fitted with the same aluminum angle stock, to form a slot for either side to slip into. These were screwed and glued onto a permanently installed plywood bottom plate, anchored to the deck. One rustproof lag screw through the inside rear of the cabinet into the splash well batten mounts and unscrews the unit with ease.

The drawers are simple box-like affairs, made to whatever size suited my needs. They fit snugly so the rocking action of the boat in the water, or the bumps received while trailing it won't loosen them. No drawer pulls are on them now, but will be added. It takes two hands to open one without a pull, and mostly that other hand is busy. The cutting board top was made from a piece of 3/4 thick cabinet-grade birch plywood smooth sanded and coated with 4 coats of polyurethane. Half round molding surrounds 3 sides, the front left open for cleaning. The finish came out so good on top that I use another plain pine board to do any serious bait cutting. At 30" high, the unit also makes a fine fish cleaning and filleting station, in calm waters or at the dock. Knives and sharpening stone are kept in the drawers, always handy.

Locks could be installed, but removing the unit from the boat is easy, so why bother? Rod holders were cut from a length of 1½ PVC pipe. They were then chucked in a lathe and the edges polished to a full radius to protect rod handles and line from chafing. I figured the spacing by placing the rods with the biggest reels side by side, then leaving 1½ inches all around. Because of the pressure exerted by 4 big rods, I installed an oak clamp, with rustproofed wood screw on either side of the PVC (on one side each end).

I believe I could tow my boat from these holders, or hoist it in the air. The board this assembly is mounted on was attached to the box at about a 10 degree angle to tilt the rods back over the motor a bit and keep them out of the way.

I hope soon to add downriggers and a fish finder to further the rig's usefulness, so I made sure there is enough room on either side of the cabinet to comfortably operate the downrigger without being cramped. I kept the drawers as simple as I could, to speed construction. Shelves with lips or open trays could be substituted for simplicity, but drawers are more useful.

Just think, no more searching high and low for a sinker or hook while the fish are going crazy down below. It's worth its weight in tin squid and bucktail jigs in the boat, and serves to store a lot of tackle when it's not mounted in place, too. No great skill is required to build one. Give it a try.

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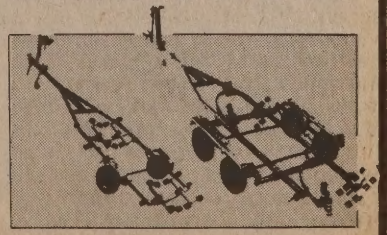

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CHEATING FOR TROUT

by Carl Buxbaum

Looking to get a jump on the fishing season? You'll find the perfect solution in Connetquot River State Park.

What's it take to get an impatient, certified tightwad, who detests rules and regulations, to make reservations a month in advance for the privilege of standing in line, plunking down seven bucks, and freezing, while being told how to fish? A sure fire cure for cabin fever and just about the hottest fly fishing, anywhere, did it for me.

It seemed like a nice idea when the Connetquot River State Park first opened for fishing in February, three years ago. But I'm not keen on stripping line with numb fingers, through an ice clogged rod tip. A spell of mild weather, however, drove me to phone for a reservation. My urge was no isolated psychiatric condition: the place was booked solid for any session I could get to. So, last year, despite the weather, I moved fast, but was still closed out for opening day and the more desirable afternoon sessions for the first couple of weeks.

With temperatures in the low 30s and a howling northwest blow, second thoughts intruded: "should've stayed in bed"—as the truck moaned toward Oakdale along Sunrise Highway. "Well, at least I'm early enough to get a prime spot." My rationalizations are usually wrong, and on arrival, a dozen vehicles were lined up at the gates. We aged. Then the gates opened, the convoy swarmed through and everybody hustled to register—because sites are assigned on a first come, first served basis. Each car ahead of me carried 2 or 3 anglers and like a helpless fool, I stood near the end of the line listening to every site I wanted get claimed by someone else; reminding me of standing in a ticket holder's line during a blizzard, for a movie only the kids wanted to see. My turn came at last. Grudgingly coughing up seven bucks, I showed my

fishing license to a friendly, charming, helpful woman who seemed like a contradiction amidst all the red tape. She helped me choose from among the remaining sites and marked the selection on a map, so I'd find the way. The flip side of the map said, "Welcome to Connetquot River State Park Preserve" at the top and, at the bottom, "Good fishing!" Nice touch, except for the middle—filled with rules that read like a Russian law book. "Last trip here," I promised.

And I told myself that once a week through June. But after negotiating the bureaucracy, I'd sling the waders over my shoulders, start walking to my assigned beat, and change my mind. The preserve is a pristine wonderland: filled with birds, some quite rare and equally unusual plants. Wild turkeys roam free, and deer look you straight in the eye, measuring a safe distance. The trouble is worth it. If it takes cumbersome procedures to protect the park from too much human pressure, let's stick with them.

Any residual uncertainty fades on reaching the river, where your eyes are flagged by the white edged fins of hovering brook trout. A closer look turns up some rainbows and, maybe, a brown trout or two. The angler's mind tends to measure some of the 'bows and browns in pounds rather than inches. The brookies, too, are pretty beefy—say 12 to 16 inches, on average. They're beautiful specimens and dominate catches, because of heavy stocking and an extraordinary eagerness to slurp artificial flies, compared to more reluctant rainbows and very wary browns. The harder to catch varieties live long enough to grow broad shoulders and put up hairy chested battles. My best fish last year was a 22 inch rainbow that charged downstream taking line and put on a spectacular acrobatic performance, before finally yielding to the net. Every so often a lucky caster nails a fish in the neighborhood of 12 lbs., and all the regulars anticipate setting a hook on the twin of a 32 inch, 15 lb. brown taken in 1983.

Until you get familiar with the Connetquot, it's tough not feeling a little sick about passing those teasingly visible fish on the way to your beat. But once you get there, the grass is just as green. And it's all yours! In an age when most fishing at productive spots is like casting from the stern of a crowded party boat, with cursing, shoving and tangled lines, having a long stretch of fishy water for your exclusive use is a novelty worth a trip to Montana or Alaska (which I understand runs a bit over seven dollars). The Connetquot offers the everyman's way to fish like a gentleman, in the tradition of the fancy sportsmen's clubs reserved for the rich, where the advantages of wealth permit cheating under the mask of dignity.

I never got over the boyhood feeling that wealthy fishermen (always called

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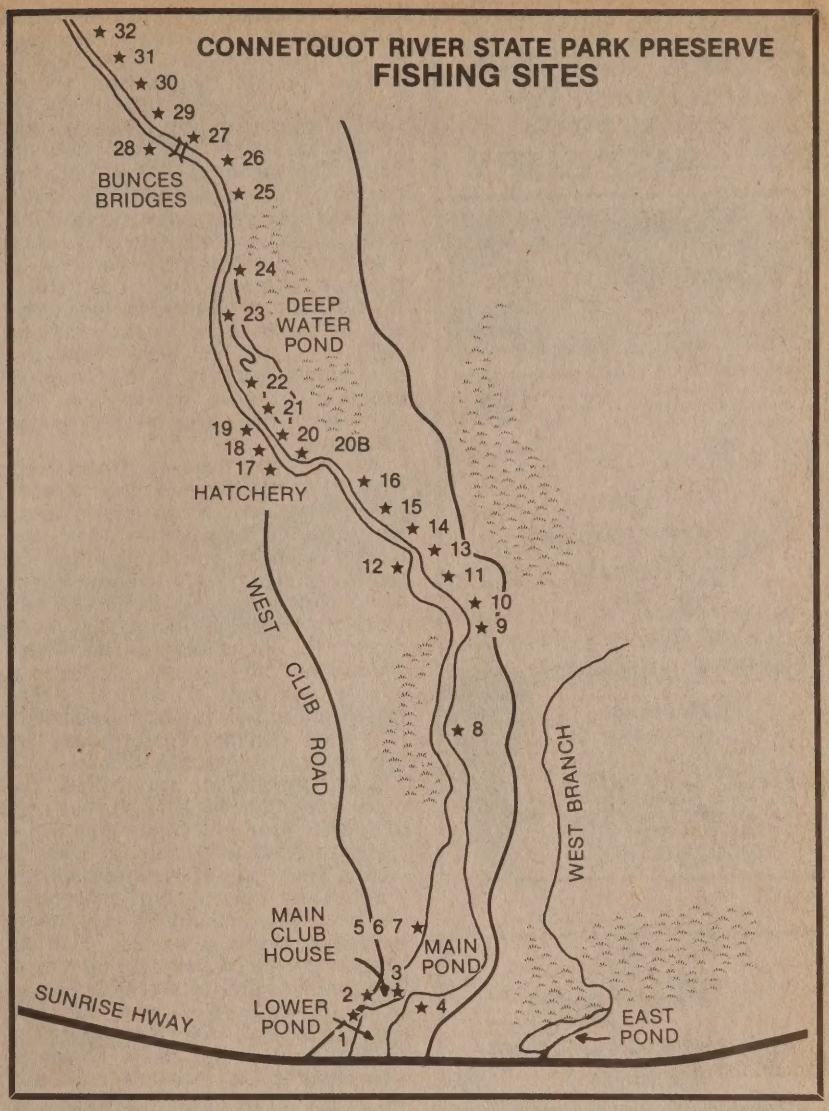

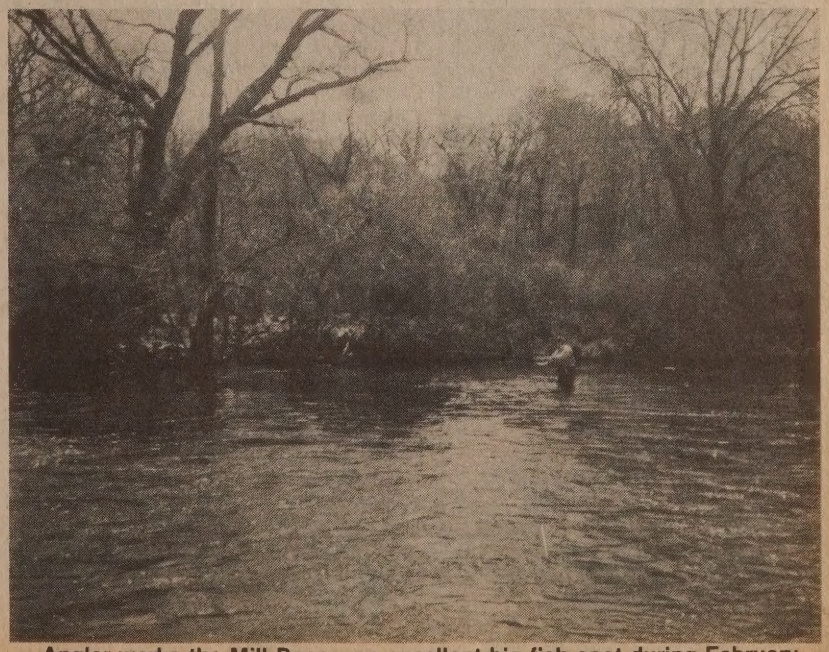

Angler works the Mill Race—an excellent big fish spot during February and March.

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anglers) cheated when they launched boats packed with swanky doodads, as I dangled worms from a dock or flipped dough balls from shore. Secretly, I prayed they'd return fishless to marvel at a lunker on my stringer and listen to a fabricated tall story about technique. What bothered me most, though, was that they often had fish put in the water to make the catching easy. Well, over the years I've come to accept the importance of stocking programs, and since fishing the Connetquot—which started out as one of those clubs for the rich in 1886—I'm not so sure that the on-grounds hatchery is a partner to cheating. It just makes me feel rich—not a bad experience, however deceptive.

About 3,000 fish are transferred from the hatchery to the stream during late March or early April, depending on the weather. These are mostly brookies with a nice dose of 'bows and browns. The average fish is 12 to 15 inches long, but there are more than enough 16 to 22 inchers mixed in for pleasant surprises. Throughout the season, there's a weekly addition of 500 to 1,000 trout—the actual number is adjusted to match fishing pressure—for an annual total of about 35,000.

Now, despite the regulations requiring standard flycasting tackle and barbless hooks, any angler who can't creel the limit of 3 fish, at least 9 inches long, on a regular basis—even if he never before held a flyrod—might consider taking up sky diving instead of fishing. In fact, I often release around 10 fish during the 4 hour sessions and creel only 2. Sometimes the action's so wild that it's possible to triple that rate, but not to be a glutton, I quit early. I usually keep only 2 fish, because until the very last cast, a place in the limit is reserved for a trophy that begs for a trip to the taxidermist.

Many bigger fish of the season are taken early, before stocking begins, when all the action's with holdovers from prior seasons and a few wild fish resulting from natural reproduction. The heftiest of these are often sea run browns that return up the river from Great South Bay, after gorging themselves and building muscle in the turbulent, food rich, fish eat fish marine environment. They seem to congregate in the Mill Tail and Main Pond (sites 1 through 8) where they're vulnerable to big streamer flies and weighted nymphs. With the exception of site 8, where the banks are shrouded by brush and trees, this is all open water casting and an 8 to 8½ foot rod, loaded with 6 or 7 weight line, seems to be a good choice for throwing bulky flies on long lines.

There's also been some new excitement with Kamloops in the Main Pond. The Kamloop is simply the fastest growing, fattest, and meanest strain of rainbow trout, if you don't count steelheads. It was found some time ago, existing naturally, in a few British Columbian lakes and only recently transplanted in the Connetquot. The brutes are doing well. As the season progresses into spring, the park management makes rowboats available to anglers at no extra cost. I'm told that a boat on the Main Pond is the best bet for Kamloops.

The fact is that I usually fish upstream of site 8, because of the atmosphere. It's quiet, backwoods fishing—the kind all those contemplative anglers write about—a tree canopied spring creek, often narrow enough to lay out a roll cast from one bank to the other—especially north of beat 21, all the way to 32 at the end of the line. It's fantastic: mostly sight casting, feeling as if you traveled half round the world to find that natural beauty and near solitude—but I'm only 40 minutes from home, watching a muskrat waddle toward the bank with a mouth full of weeds.

Brook trout still predominate (they are everywhere), and there are lots of rainbows too big for any creel, but the browns thin out and one of sporting size seems uncommon. The upstream area may be slow during February, but comes alive by late March and makes up the lost time with a vengeance.

At first, big streamers and nymphs are best. They remain good selections if you're after one monster fish, rather than lots of action. When you see trout and can't spark their interest, though, try a medium to small wet fly or scud imitation. My 22 inch 'bow was holed up under a log, out of sight, while more than a few streamers and nymphs are best. They remain good selections if you're after one monster fish, rather than lots of action. When you see trout and can't spark their interest, though, try a medium to small wet fly or scud imitation. My 22 inch 'bow was holed up under a log, out of sight, while more than a few streamers and nymphs drifted by en route to a pod of active brookies. But it raced out for the kill, when a winged, size 14, gold ribbed hare's ear caught an eye. Dry flies work well when the fish go crazy and hit anything—and that's the best sport flycasting can offer. On the whole, however, dries seem to raise smaller fish; even during a nice hatch, which seems relatively rare on this stream.

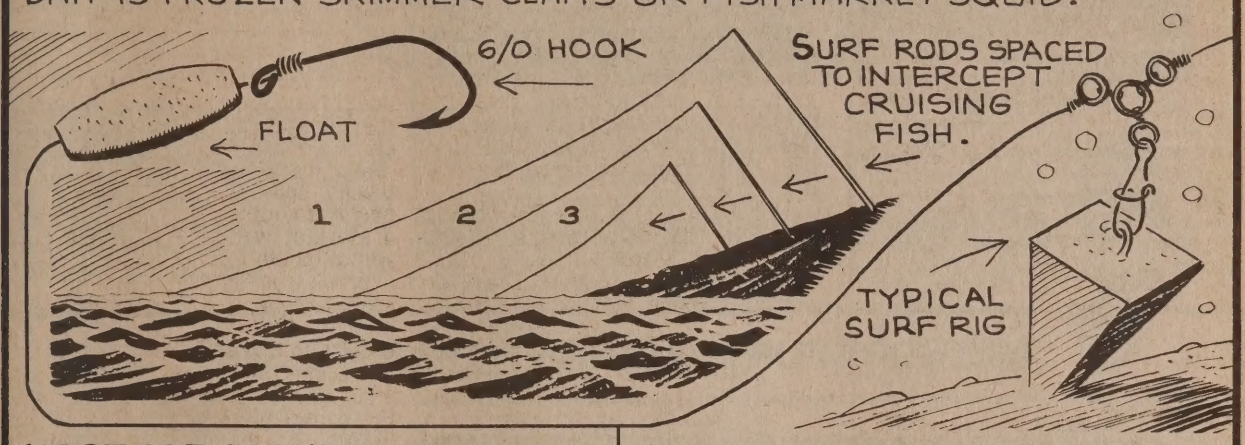
Because you'll be casting a short line, on narrow water, surrounded by wind sheltering trees and brush, a 7 to 7½ foot rod matched to 5 weight line makes a convenient upstream outfit. It reduces your additions to all the flies hanging in the bushes like Christmas tree ornaments.

So, if you don't mind a little red tape, would like to get a jump on the season, want to feel like a 19th century robber baron at his favorite sporting club (the place even has casting platforms, in case you want to keep your delicate royal toes dry), and define cheating narrowly—get into some fantastic trout fishing by calling (516) 581-1005 for further information and reservations.

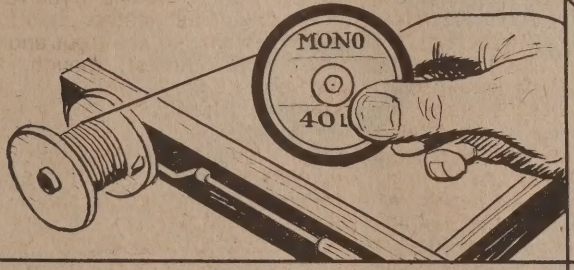
FISHERMAN TIPS

BY FRED GUARDINEER

CODFISH OFTEN COME INSHORE AT NIGHT DURING FEBRUARY AND MARCH AND ARE IN REACH OF THE SURFCASTER'S ROD. A 6/0 HOOK IS LIFTED OFF THE BOTTOM WITH A CORK FLOAT TO KEEP IT AWAY FROM SKATES. TWO OR THREE RODS ARE USED TO SPACE THE BAIT OUTWARD FROM SHORE.... BAIT IS FROZEN SKIMMER CLAMS OR FISH MARKET SQUID.



MOST ICE FISHERMEN NOW USE MONOFILAMENT LINES WHICH DON'T SNARL AND TANGLE AS EASILY AS DID THE MULTI-STRAND LINES OF YESTER-YEAR. IF YOU RE-RIG YOUR TIP-UPS WITH MONO, USE 40 LB. TEST...NOT FOR STRENGTH, BUT BECAUSE IT IS MUCH EASIER TO HANDLE THAN THE LIGHTER WEIGHTS.



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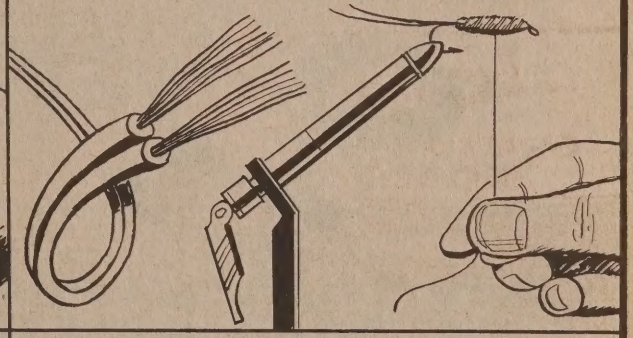

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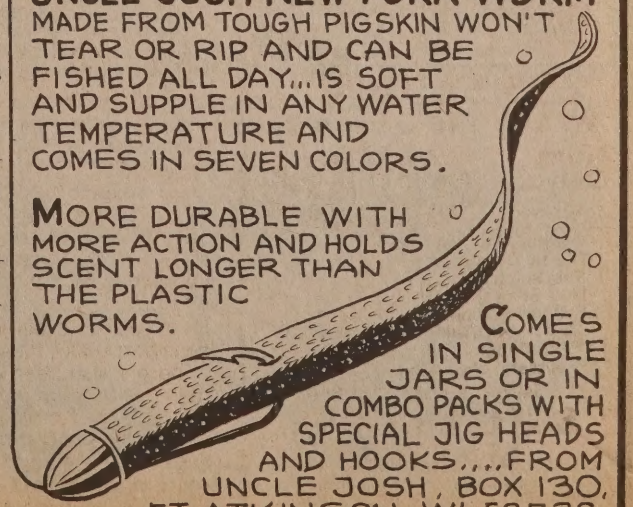

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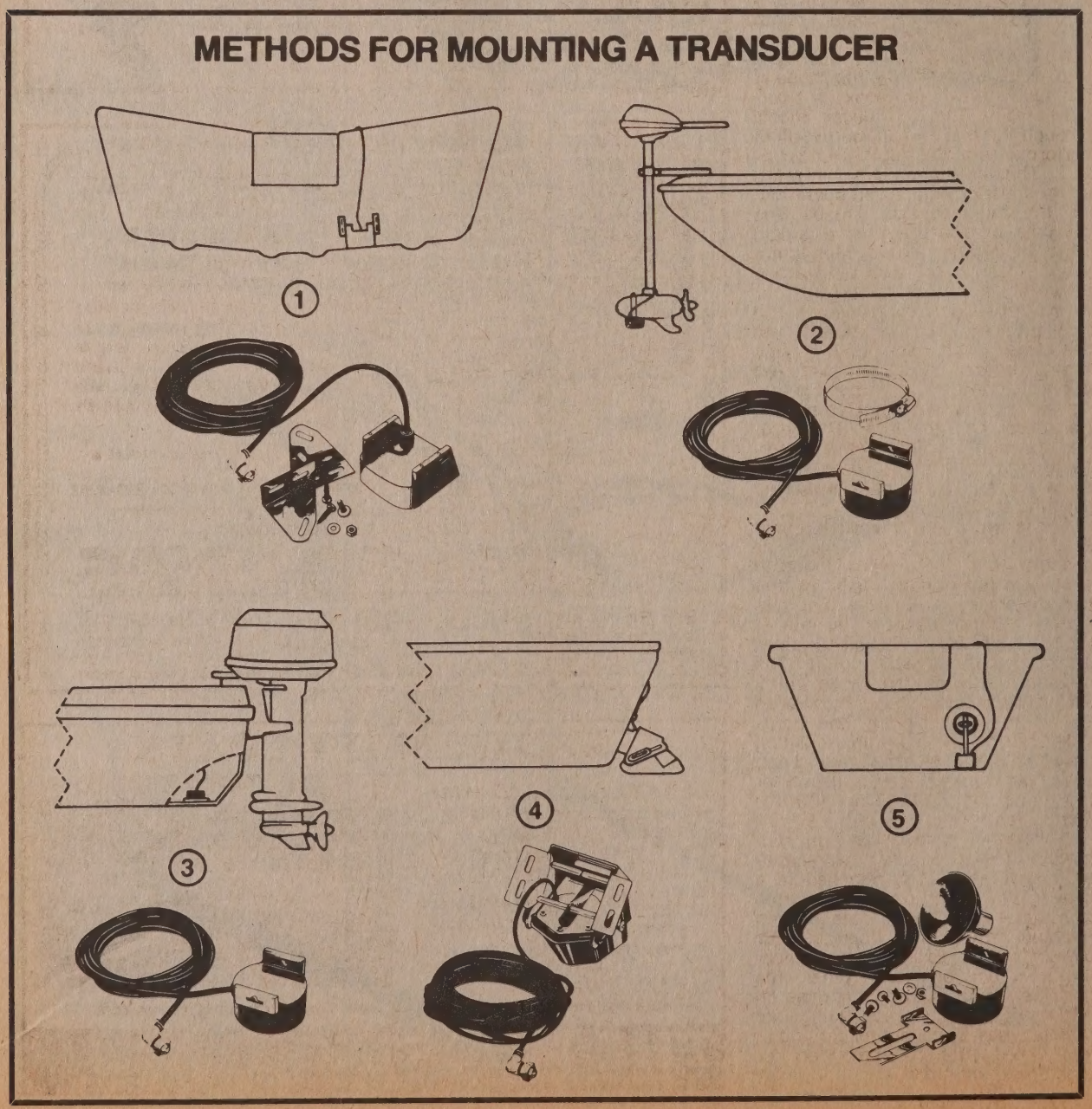
SELECTING & MOUNTING A TRANSDUCER

by Larry Colombo

Any fisherman would agree that the depth sounder is one of the greatest electronic developments of the past quarter century. Flashers, charts, and liquid crystal recorders (LCRs) are now available to help fishermen locate and catch fish. However, achieving maximum performance from any depth sounder is not possible without careful selection and installation of the sending and receiving unit, referred to as the transducer.

There are transducers designed to fit every application, and several standard mounts are available, such as the transom mount, trolling motor mount, inside-the-hull mount, kickup, and portable mount. Each type mount has its own advantages, though certain conditions must be met to achieve proper installation of this critical part of the depth sounder. The following guide should be considered for selecting the correct transducer



mount (and installing it correctly!):

1. Transom mount: Considered the standard or universal mount, the transducer is attached to the outside of the hull to create a smooth flow of water from the hull across the face of the transducer. When properly installed, there should be no gap between the transducer and the transom. This installation will generally provide excellent operation of the depth sounder at any boat speed. The transom mount is recommended for flasher and LCR operations and is required for maximum chart performance.

2. Trolling motor mount: A round, puck-type transducer is attached to the foot of the trolling motor with a stainless steel hose clamp, for use in conjunction with a bow-mounted depth sounder. This provides maximum sensitivity and performance from the bow-mounted unit and allows the operator to maintain pinpoint control of the water depth beneath the trolling motor.

3. Thru-hull: A round, puck-type transducer is attached to the inside of the hull with two-part epoxy or fiberglass resin. The transducer shoots through the hull and allows excellent performance of the depth sounder or LCR. This installation is recommended for superior high speed operation. The thru-hull mount can only be used in hulls where there is a single thickness of fiberglass or aluminum. Wood, foam, or air sandwiched between layers of fiberglass or aluminum will destroy the signal. The transducer should be positioned near the center of the boat in the bilge area. Caution must be exercised during installation to be certain that no air pocket exists between the transducer and the hull. The thru-hull transducer mount is not recommended for the chart recorder, as some sensitivity loss is experienced shooting through the hull.

4. Kickup: A transducer designed especially for boats with rough or irregular hulls, such as those found on aluminum boats. The face of the transducer is positioned approximately 1/2 inch beneath the hull of the boat, avoiding the air bubbles created by the irregular hull. The transducer bracket is designed with a spring which allows the unit to kick up should an object be hit. The transducer returns to its original position once the object is passed over. High speed performance for the flasher or LCR units is made possible with this installation.

5. Portable mount: Used in conjunction with a portable depth sounder, this transducer is attached to a heavy duty suction cup, allowing the transducer to be easily installed and removed from any fiberglass or aluminum hull. Excellent for switching from one boat to another, the portable mount is perfect for use on rental boats or for transporting into remote areas. Excellent for trolling or idle speed. Not recommended for high speed operation.

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FISHERMAN DERBY SCHEDULE FOR 1986

by William A. Muller

The Fisherman is proud to announce the 1986 program of inshore fishing derbies to support The Fisherman Sport Fishing Fund. These derbies supplement other fishing contests and events sponsored by The Fisherman such as Send-A-Kid Fishing and the State Record Award Program.

However, as you know, the proceeds from derbies (except for the cash prizes) go into a special Sport Fishing Fund. The purpose of the Fund is to collect money to be used in support of worthwhile projects related directly to the improvement of sport fishing. Thanks to your interest and support, we believe the fund will be large enough at some time during 1986 so that we can begin to support suggested projects.

We are very excited about this year's program because each year it has grown in scope and interest so that this year is projected to be the biggest ever. Many of you will recall that this project began humbly in 1984 with one event: the Bluefish Surf Derby. Over 300 fishermen participated and that enthusiasm encouraged other sponsors to help us. In 1985 there were four derbies; all well supported and all enjoyed by its participants including one derby with over 650 contestants. This year we are proud to announce the addition of a fifth derby and as you can see from the accompanying list, an impressive adjunctive group of corporate contributors.

We are so pleased with how this project has been received, both by fishermen and by the industry. The word has really gotten around quickly that these derbies are unique opportunities for the inshore fisherman to get some credit for his or her talents and win a handsome award. People also know that these have been fair contests where all concerned have been very alert to any improprieties. We aren't reluctant to disqualify an angler if there is any evidence of foul play. We haven't had to do that because of the high integrity and sense of sportsmanship demonstrated by contestants in the first two years of the program. It's about time the inshore fisherman had an arena to show off skills and get some credit for them too. Anybody can win these events: age, sex, experience often mean nothing. How you fish is unimportant. There are chances for shore fishermen, party boat fishermen, bank and pier anglers, as well as the private skipper.

This year there will be a few changes. As we said there will be more corporate contributors. Therefore, there will be more tackle and fishing equipment available, both for better prizes and raffles at the awards ceremonies. In addition to fishing line and refreshments at the awards ceremonies, there will be hats and other giveaways, raffles, prizes and plenty of fun. There will be tents at each awards ceremony so that regardless of the weather we'll be comfortable. Yes, the co-sponsors are intent on adding more spice to these events.

'Doc" Muller and Noel Kapauff of Captree Bait and Tackle make awards presentations at 1985 Bluefish Derby.

We intend to make these awards ceremonies festive events. Some of the prior ceremonies have been a little stark, but as more corporate support for these derbies rolls in, and as we learn from our prior experience, we are in a better position to provide better prizes, better giveaways and more elaborate awards ceremonies.

At the rate at which this program is going, we'll need to rent a stadium in a few years. The Fisherman is pleased to bring these derbies to you, and we hope you register early and participate in all the derbies. The entry fee is modest, registration by mail or in person is very easy, and the contests have been fun for all participants.

Don't miss out on the fastest growing fishing activities in the New York Metropolitan area. Look for upcoming articles that will detail each derby (one month before it takes place). Please remember even if you don't win, your entry fee goes for better access and better fishing in your future and that of your children. Best of luck.

* * *

Things To Keep In Mind For 1986 Derbies

1. Registration for each derby will begin about one month prior to the derby.

2. Registration will be by mail or in person for Captree Flounder, Captree Fluke, and Surf Bluefish, but **in person only** for Moriches Flounder and Moriches Fluke.

3. Fee in each case is $5.

4. Registration (in person only) will be possible at either Captree or Jones Beach Bait and Tackle for Captree and Surf derbies, and at designated stations on Moriches Bay, until 8AM of the first day of each derby.

5. There will be a special gift for the first 100 people who register in person for each derby. Therefore, register early for the derby or derbies that interest you most.

6. There will be tents for your comfort at all awards ceremonies.

7. Free Stren Line and refreshments at the awards ceremonies.

Derby Schedule:

Captree Flounder . . . . . April 19 & 20
Moriches Flounder . . . . . May 3 & 4
Captree Fluke . . . . . June 29 & 30
Moriches Fluke . . . . . July 26 & 27
Bluefish Surf . . . . . October 18 & 19

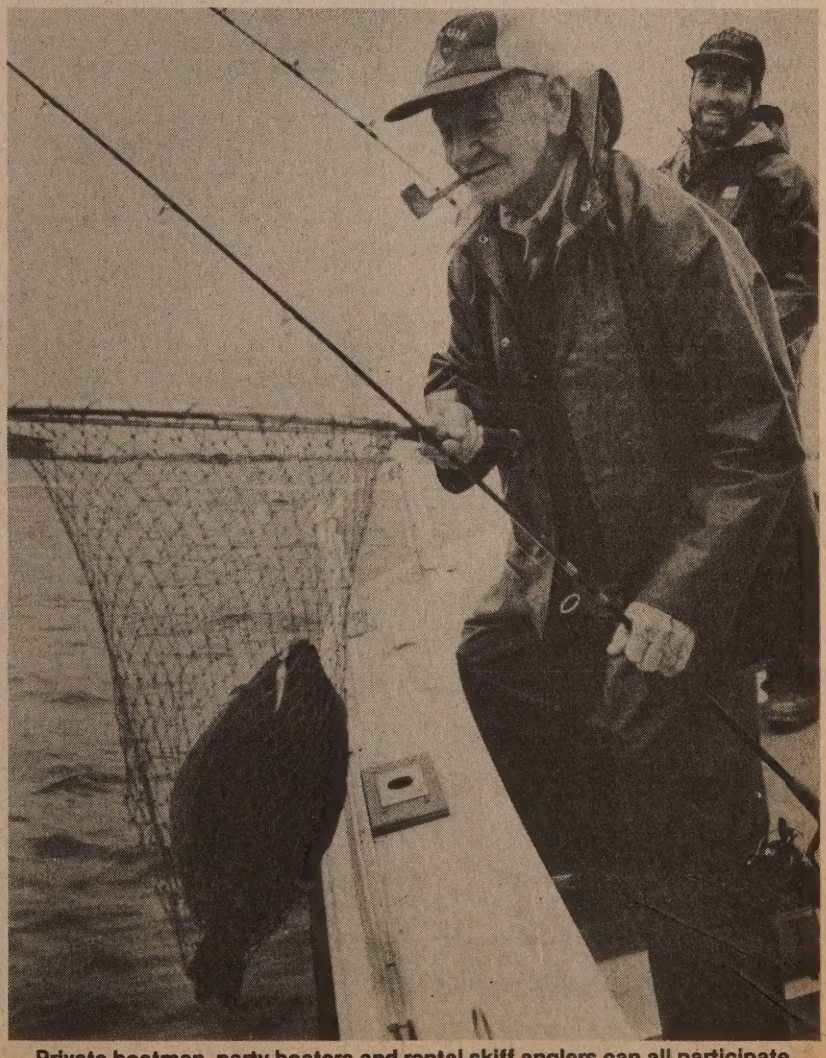
Sponsorship: The Fisherman; Captree-Jones Beach Bait and Tackle; Moriches Bay Marine Association.

In Conjunction With: The Long Island State Parks and Recreation Commission.

Corporate Contributors: Stren and Prime; Products of DuPont Fishing Line; Genesee Brewing Company; Shakespeare Tackle; Daiwa Fishing Tackle Corp.; Penn Fishing Tackle; Jet-Aer Corp./G96 Products.

Other Supporting Corporations: Northville Industries; All Tackle Distributors.

Participants in the fall Bluefish Derby in action.



Private boatmen, party boaters and rental skiff anglers can all participate in the fluke and flounder derbies.

IN SEARCH OF NEW FISHING HOLES

by Tom Schlichter

Investing time now in the search for new fishing holes can pay big dividends when the season rolls around.

"So this is Forge Pond," I thought to myself as I pulled my wader straps over my shoulders. "It does look pretty bassy but somehow I expected a little less weeds and a little more depth." For years, I had heard tales of big bass that were taken in this lake (often referred to as "out east" by anglers not wishing to fish in a crowd) but had never even stopped to see it before because I really didn't know just where on the Peconic River it was situated. Of course, there were plenty of times that I told myself I should head out and try the lake but, somehow, the idea of looking for new water and a place from which to wade when I could be fishing favorite holes closer to home never appealed to me when the sun was beginning to peak over the horizon.

A Hagstrom Road Atlas is an excellent starting point when seeking out new fishing areas.

Late this August day, however, I had traveled to Riverhead to complete a few errands and stumbled upon the lake after making a wrong turn at a road detour. Fortunate to have my waders and a freshwater rod in the car with me (I had been surf fishing on the north shore the night before) I couldn't resist giving it a try—even though it was nearly 2PM and 85 degrees in the shade.

Standing in knee deep water just south of a small point, I let fly a five inch RedFin. Three or four casts to the same general location prompted no response but a pass parallel to the shoreline was intercepted by a lively and very acrobatic bigmouth a little over 14 inches long. Not bad for my first try on the lake, I thought. Unfortunately, it was to be my only bass of the afternoon. But that mattered little to me because I was quite satisfied with having found a new location to fish.

I don't know about you, but as much as I like to fish new water, I sometimes find myself reluctant to go looking for new hotspots during the season because I would prefer to spend what little fishing time I have working waters I know produce well for me. Like anyone else, I always feel a little apprehensive about finding new waters. Will I get there before the sun is too high above the horizon? It sure looks like a perfect morning to be on the Patchogue lakes, should I risk getting skunked on a lake out east I've never even seen? The bass have been in the surf every night for a week in my usual spot, should I bother to try that shoal I read about last month? What if the tide is wrong? There are a few of my usual worries and you probably have some of the same.

Seeing a lake or stretch of beach just once can give you that added bit of confidence to get out and take a gamble. Just being sure that you can quickly locate a new fishing hole and knowing that there is easy shore

access is enough to make the risk reasonable. I pretty much figure that if there are fish in a given area, I'll find a few of them, but if you can't find a place to park the car before the sun has risen above the horizon, it doesn't matter if the blues are swimming up onto the dunes.

To get myself ready for each new season, I use the "off season" to scout new areas and decide if they are my cup of tea. Then, during the season when the grapevine says the fish are there, at least I know how to get where I need to go. Scouting out new areas is a relaxing way to spend a Saturday afternoon out of the house. Following are a few tips in scouting our new waters during the winter months.

First, get yourself a good Hagstrom map. Page through it and notice how many lakes, ponds, rivers, streams, harbors, inlets, points and necks there are. Quite a few, right? Now, find an area you really haven't worked before but have always been interested in trying, maybe Shinnecock and Quogue Canal if you're a flounder pounder, the south fork if you are a beginning surf fisherman, or the Riverhead area if you prefer freshwater. Examine the map closely. Pick two or three locations that are within a reasonable distance of each other and trace out the most logical route between them with a pencil.

Before you get going though, it's important to note that popular names of fishing holes are not necessarily on these maps. The Sore Thumb in Fire Island Inlet, for instance, is not labled. Because of this, it can be hard to figure out exactly where these locations are. Looking back through old editions of The Long Island Fisherman will help you with directions from time to time as will calls to fellow fishermen or tackle shops. Keep in mind that you don't have to look for "famous hotspots." Sometimes the best reward of this sytemized approach to checking out new waters is locating a small creek which is loaded with trout that nobody knows about. If it looks fishy on the map, there's a better than even chance that it is!

Once you've found the day's "promised land," check it out thoroughly. Does it look like the type of water you like to fish? If not, better you find out now so that you don't waste fishing time looking for a location that doesn't sit well with you when you could have been catching fish some place else. Is there parking available? How do you get to the water? Can you launch a boat? Is the beach restricted to town residents only? Do you need a permit to fish there? Is it a rugged fishing place or a spot where you could bring the whole family for a barbecue and fishing outing one day? How far away is the next fishable location should the fish be absent when you show up? These are the questions you should be asking yourself.

When choosing new locations to explore, it's a good idea to try to stop at several different types of water or areas known to harbor different species of fish. Within a few miles, there may be one spot known as a bass producer, while a second has a reputation for weakfish or blackfish. Checking each will give you a wider selection of fishable waters throughout the season.

Be sure to give yourself plenty of time when seeking out these new territories. Head out in the morning so that you don't have to worry about darkness ending your trip prematurely. Fill the gas tank before leaving so finding a gas station when the needle is on E won't be a concern. Pack a lunch or plan to eat out and most importantly, take your time. Take in the sights while you explore. There are some beautiful areas of Long Island we pass everyday without stopping to notice and, of course, those handsome estates on the north shore or Dune Road will leave you dreaming for at least a week.

One of the biggest factors in any angler's success throughout the season is being where the fish are and planning now will help acquaint you with a few more areas where they are likely to show up. Get out for awhile and enjoy yourself finding these locations before the season gets under way. It's much better to get lost now than when the fish begin to bite.

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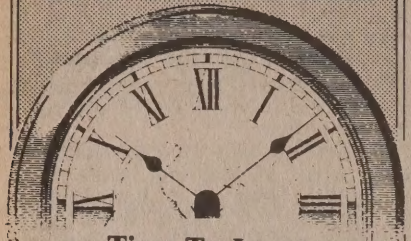

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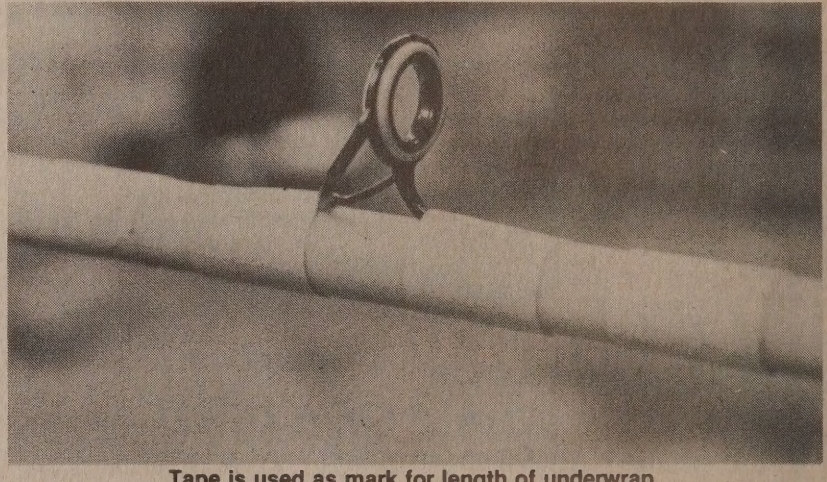
DEVELOPING YOUR ROD BUILDING SKILLS

— PART THREE —

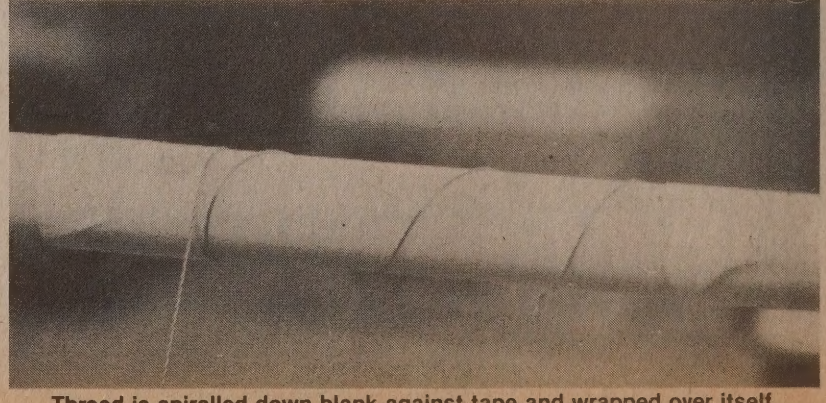
by Capt. Pete & Tom Mikoleski

Now that you have the guides spaced correctly, it's time to start wrapping your rod. Most rods should be underwrapped. Besides adding color to the wrap design, an underwrap also cushions the blank from the feet of the guides. Huh? Let me explain. If you were to wrap your guides directly on the blank, the constant flexing of the blank under stress would actually grind the feet of the guides right into the blank. What happens is the blank flexes but the guides resist and because they won't budge the feet (of the guides) start gnawing away at the blank. Once the feet wear through the outside layer of resin it exposes the interior fibers of the blank to the elements and a gradual delamination and weakening of the blank. Then, sooner or later, SNAP! Granted, there is also some merit to the school of thought that when you build a graphite rod you want the feet of your guide directly in contact with the blank itself in order to transmit all the sensitivity the blank can muster right through to your fingertips. We agree with this theory wholeheartedly, but you better make sure the guides you use will flex a bit, and that you file them down and smooth off the tips of the feet VERY carefully.

Most of your thread wrapping should be done with size D or E thread. Save the A thread for those



Tape is used as mark for length of underwrap.



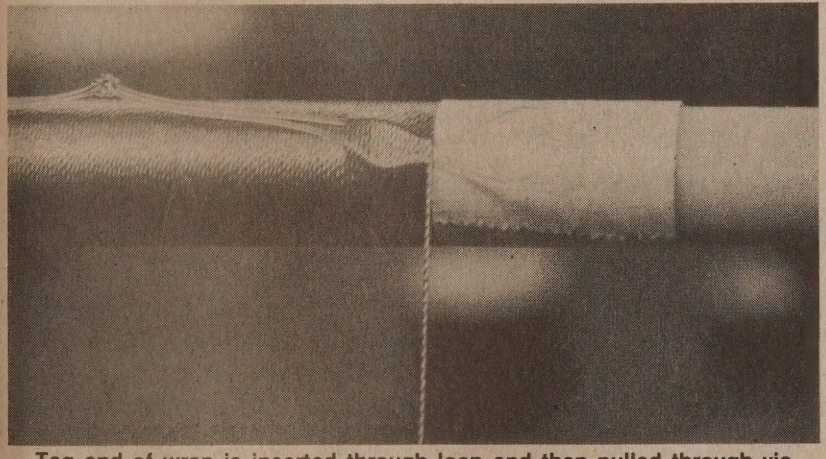
Thread is spiralled down blank against tape and wrapped over itself.

ultralight "Fairy Wands" and fly rods. Threads also come in two types, the regular thread that has a glossy surface and NCP thread that has a dull matte-like finish. NCP stands for No Color Preserver, which means that you can, in theory at least, eliminate the color preserver before you put on your clear epoxy finish. You'll need color preserver to stabilize the dyes used in the production of the non-NCP type thread. As a rule though, we prefer to use color preserver even when using NCP thread. When selecting a color to underwrap, always use a lighter color for your underwrap. If you wrap over a dark color with a lighter one, it will probably "bleed" or show through the wrap. As a general rule, we usually prefer to underwrap with a light colored NCP thread and wrap over it with a darker non-NCP type thread. This glossy over matte design seems to give our wraps a three dimensional effect that we prefer over the average wrap.

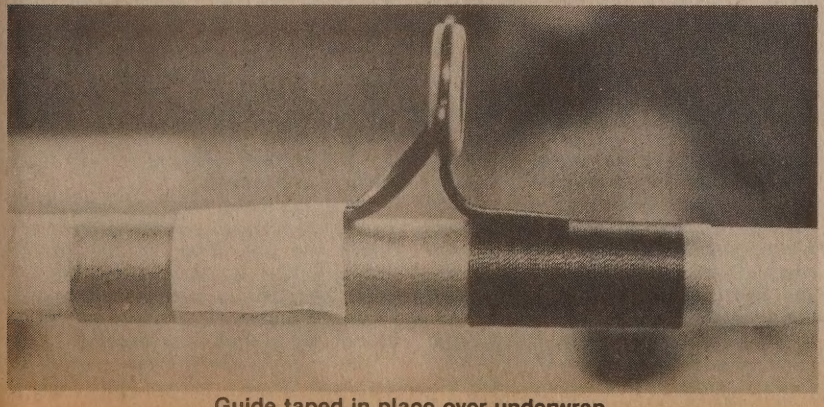
While your guides are still temporarily taped in place, you should mark off the length of your underwraps on the blank. The actual length of the underwraps is totally up to you. What we do is to start with the smallest guide near the tip, and measure off about 1/4 of an inch from the end of each foot. Now wrap some tape around the blank here on both sides of the guide. This will determine and mark off the length of the underwrap for that size guide. We use the same length underwrap for guides that are similar in size as we go down the blank. When we come to the next size guide, we may measure off 3/8 of an inch between each foot for every guide that size. The next size guide would probably be measured off at 1/2 an inch from the tip of each foot and so on, increasing the length of each underwrap proportionately with each bigger guide. This is not a hard and fast rule that shouldn't be broken, but rather just an example for you to follow.

Thread work is the most creative part of rod building, so whatever turns you on? One little tip to keep in mind regarding the length of your underwraps is that if you have a blank that you feel is just a touch too wimpy, make your underwraps a little longer and that alone might stiffen up the blank enough for you!

Before you actually start wrapping you might want to visit a tackle shop that has a rod building jig on display or page through the first 1986 issue of The Fisherman and consult the article in there about building your own jig. I would at least consider building 2 or 3 blocks with "V" notches cut in them to support your rod while wrapping. If you take a good look at one of these jigs, you'll see that you could easily make one in an hour or two for a few



Tag end of wrap is inserted through loop and then pulled through via mono.



Guide taped in place over underwrap.

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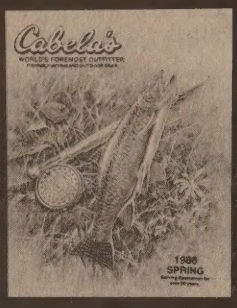

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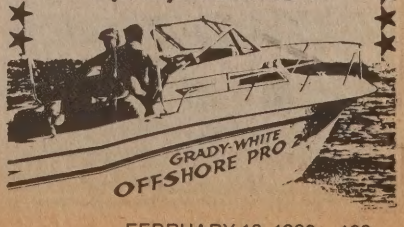

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It really doesn't matter whether you start to wrap at the butt or the tip; what is important is that you start at the end of the underwrap that will let you wrap uphill. You want to start your underwrap on the side nearest the tip and wrap towards the butt. This is what we mean by wrapping uphill. This will help you keep your threads together, and soon you're going to need all the help you can get. We'd advise you to wrap your first rod by hand (without the aid of a wrapping motor) until you get the hang of it. After you've spent quite a few hours wrapping your first rod manually, and you're thoroughly cross-eyed, hang in there, because once you have the theory of rod wrapping down, you'll be able to do what just took you a couple of hours in a few minutes with a motor. Above all, take your time, don't rush and don't get discouraged. Once you get the hang of it, it's like riding a bicycle. You'll never forget. Patience is the budding rod crafter's greatest asset.

To start your underwrap, place your spool of thread in a coffee cup behind the bench and run the thread through the middle of an old phone book. This puts tension on the thread, which can be increased if necessary by adding some weight on top of the phone book. Begin the underwrap by tapping the end of the thread opposite the side you will start your underwrap. Spiral the thread towards the masking tape where you'll start, and begin the underwrap by butting the thread up against the masking tape and wrapping the thread over itself. Wrap about five turns and make sure the thread is caught under those five wraps. Keeping tension on the wrap, pull the tape off the end of the thread and cut the tag end. Continue turning the rod to wind the thread up the blank. This is the tedious part. Keep tension on the thread and the wraps together. Make sure there are no spaces between wraps and no overlaps. The best way to do this is to keep turning the rod and keep the thread at an angle towards the previous wraps so that each wrap is tight against the previous one. About 5 turns before the end of the underwrap, take a piece of thread or light monofilament and tie a loop in it about an inch or so long. (For those of you who don't have 3 hands, it might be easier to make this loop before you start the underwrap!). Stick the knotted loop under the next wrap of thread with the loop hanging over the end of the underwrap. Continue wrapping over the loop until you come to the masking tape marking the end of the underwrap. Cut the end of the thread and leave plenty of excess. Tuck the end of the thread into the loop. Pull the loop under the wraps, pulling the end of the thread with it. Hold the tag end tight and carefully cut it close to the underwrap with a razor blade or X-Acto knife. If there is any thread sticking out over the wrap, carefully singe it with the flame of a cigarette lighter. Complete the rest of your underwraps the same way. If you've stuck with it and completed your underwraps, congratulations are in order, because once you've mastered the art of the underwrap, you've conquered the most difficult aspect of rod building. You'll also be relieved to know that wrapping the guide involves basically the same techniques as underwrapping. So if you've come this far, it should be all downhill from here.

Before you put the guides on the rod, they have to be prepared for wrapping. It's a very simple procedure; all it involves is beveling the edges of the guide feet so that they will be easier to wrap with thread. We use a grinding wheel but the same results can be obtained with a hand file. After the edges are beveled, dress them with some medium grit sandpaper remembering to catch the edges as well as the bottom of each foot. You want them to feel smooth to the touch without any rough edges. This is extremely important if you aren't underwrapping the blank as we mentioned earlier. Once all the guides are prepared, it's time to wrap them on the rod. Start with the butt guide, place it in the middle of the underwrap and tape one foot of the guide in place. Now sight down the blank from behind the reel seat to see if the guide is lined up correctly relative to the position of the reel seat. Adjust if necessary. After all the guides are wrapped, you'll have to re-sight the blank to align or adjust any guides before you proceed any further.

Once you're happy with the positioning of the guide, start wrapping. This is done by applying the same techniques you learned while underwrapping, except you leave a small ring of the underwrap uncovered which acts as a trim ring and really sets off the colors of the wraps. Just try to keep the trim rings on each side of the underwrap the same width. You can often tell how good a rod builder is by how even all his threadwork is. Just be careful when you wrap over the guide foot and make sure you trim the thread as close as possible when you finish the wrap. Whenever we build a trolling rod or any rod that will be fair game for big fish we always double or triple wrap the guides on those rods for extra strength. You can do this on any rod just to add more color to the wraps.

When all the guides are wrapped in place, we'll put the rod in a vise and check the alignment of the guides again. When you wrap the guides in place you try to use just the right amount of tension to allow you to re-adjust the guides if necessary.

Next week, we'll begin our final segment of this series with how to complete a diamond wrap.

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We, here at **The Fisherman,** feel that the need to introduce youngsters to this healthy and wholesome sport has never been greater. If you agree, and would like to join with us in making the **Send-A-Kid Fishing Program** a success, won't you please send a small donation to help us fund fishing trips for these boys and girls. A donation of $9.00 will cover the cost of a day's fishing for one youngster, but any contribution at all will be greatly appreciated. A listing of the names of all those who contribute to the program will appear in **The Fisherman** at the close of the season.

Yes, I would like to "Send-A-Kid Fishing" this summer.
Enclosed is a donation in the amount of $_____

Name _____

PLEASE PRINT

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Make checks payable to: "SEND-A-KID FISHING." All donations should be sent to: Post Office Box 1994, Bridge Street, Sag Harbor, New York 11963

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East End REPORT

Still nothing in the way of rod and reel action at this end of the Island but a number of skippers expect to begin making their first flurries around the end of the month. Until then news will likely remain scarce.

MONTAUK

Many open boat fans are looking forward to next weekend when the **Viking Starship** will make its first trip of the 1986 season. Weather permitting, the boat is scheduled to leave the dock at 5AM. For more information, you can contact the Viking Fleet at 516-668-5700.

Linda Rezac displays a huge 73¼ lb. sea bass taken in late November aboard the Montauk based, "Viking Starship." The catch is pending with IGFA as a 30 lb. class women's world record.

High Tide Tables

How to use tide tables: To compute the high tide for the area you wish to fish, simply find the closest area on the conversion table. Add or subtract the hours and minutes as indicated from that area station above. Example: Shinnecock Inlet . . . −0 50 is listed under "On SANDY HOOK." −0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

DAY	SANDY HOOK AM	SANDY HOOK PM	BREAKWATER HARBOR AM	BREAKWATER HARBOR PM	NEW YORK AM	NEW YORK PM	NEW LONDON AM	NEW LONDON PM	WILLETS POINT AM	WILLETS POINT PM	BRIDGEPORT AM	BRIDGEPORT PM	NEWPORT AM	NEWPORT PM	DATE
THURS.	10:45	11:10	11:35	—	11:30	—	12:00	12:25	2:20	2:40	1:55	2:20	10:40	11:05	2/13
FRI.	11:25	11:50	12:00	12:15	12:00	12:15	12:55	1:15	2:50	3:20	2:40	3:05	11:25	11:50	2/14
SAT.	—	12:05	12:45	1:00	12:40	12:55	1:45	2:05	3:30	4:05	3:25	3:50	—	12:10	2/15
SUN.	12:35	12:55	1:30	1:50	1:25	1:40	2:35	3:05	4:15	5:10	4:15	4:45	12:40	1:05	2/16
MON.	1:20	1:45	2:25	2:45	2:10	2:30	3:35	4:05	5:10	6:25	5:10	5:40	1:40	2:05	2/17
TUES.	2:15	2:50	3:25	3:45	3:05	3:40	4:25	5:05	6:25	7:30	6:05	6:40	2:35	3:05	2/18
WED.	3:20	4:00	4:25	4:45	4:10	4:50	5:20	6:00	7:35	8:25	7:00	7:35	3:35	4:00	2/19
THURS.	4:25	5:00	5:25	5:40	5:15	5:45	6:05	6:45	8:30	9:10	7:55	8:25	4:30	4:55	2/20

On Sandy Hook

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	−0 01
Red Bank, Navesink River	+1 48
Long Branch	−0 34
SHARK RIVER INLET	−0 18
Shark River Basin	+0 27
MANASQUAN INLET	−0 12
Seaside Park	−0 33
Mantoloking bridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	−0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	−0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	−0 26
Great Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 44
CORSON INLET	+0 09
TOWNSENDS INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	−0 02
Rehobeth Beach	−0 07
INDIAN RIVER INLET	+0 41
SHINNECOCK INLET	−0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+4:03
Indian Reservation	+3 05
MORICHES INLET	−0 56
Smith's Point	+3 28
Hart's Cove	+1 30
Pontunk Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	−0 38
Democrat Point	−0 38
Coast Guard Station	−0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville (Brown Creek)	+3 39
Heckscher State Park	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	−0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	−0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	0 00
Beach Channel Bridge	+0 38
J.F.K. Airport	+0 26

On Bridgeport

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	+0 08
Cranes Neck Point	+0 05
Port Jefferson Hbr. entrance	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	+0 05
Herod Point	−0 07
Mattituck Inlet	+0 05
Horton Point	−0 20
Truman Beach	−0 42
Falkner Island	−0 13
Sachem Head	−0 10
Branford Harbor	−0 07
New Haven Harbor entrance	−0 08
Milford Harbor	−0 07
Stratford, Housatonic River	+0 27
Shelton, Housatonic River	+1 36
Black Rock Harbor entrance	−0 03
Saugatuck River entrance	−0 01
South Norwalk	+0 10
Greens Ledge	−0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On New London

Orient	+0 36
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Three Mi. Hbr., Gardiners Bay	+0 21
Promised Land, Napeague Bay	−0 14
Montauk Inlet	−0 25
Montauk Point, north side	−1 13
Niantic	+1 20
Stonington, Fishers Is. Sound	−0 33
Noank, Mystic River ent.	−0 23
THAMES RIVER	
Smith Cove entrance	−0 01
Norwich	+0 12
CONNECTICUT RIVER	
Saybrook Jetty	+1 10
Lyme, highway bridge	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On Willets Point

Little Neck Bay	−0 10
Execution Light	−0 06
Manhasset Bay	−0 01
Hempstead Harbor	−0 11
City Island	−0 03
Rye Beach	−0 28
Port Chester	−0 09
Mamaroneck	−0 08
New Rochelle	−0 24
Davids Island	−0 02

On Breakwater Harbor

CAPE MAY POINT	−0 10
Miami Beach	+0 17
East Pt., Maurice River Cove	+0 53
Egg Island Point	+0 33
Cape Henlopen	−0 05
ROOSEVELT INLET	+0 09
Mispillion River entrance	+0 33

On New York

Jersey City	+0 07
George Washington Bridge	+0 46
Spuyten Duyvil, W/RR bridge	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburgh	+3 42

On Newport

Sakonnet	−1 10
Tiverton (between bridges)	+0 21
Beavertail Point	−0 02
Prudence Is., Sandy Point	+1 10
Bristol	+1 10
Warren	+0 21
Nayatt Point	+0 12
Pawtucket, Seekonk River	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	−0 08
Point Judith Hbr. of Refuge	−0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Block Island (Old Harbor)	−0 14
Watch Hill Point	+0 44

Sunrise/Sunset

DAY / DATE:		RISE:	SET:
THU.	2/13	6:59	5:31
FRI.	2/14	6:57	5:32
SAT.	2/15	6:56	5:33
SUN.	2/16	6:55	5:34
MON.	2/17	6:54	5:35
TUE.	2/18	6:52	5:36
WED.	2/19	6:50	5:37

Moonrise/Moonset

DAY / DATE:		RISE:	SET:
THU.	2/13	9:13AM	10:28PM
FRI.	2/14	9:34AM	11:41PM
SAT.	2/15	9:58AM	—
SUN.	2/16	10:24AM	12:34AM
MON.	2/17	10:56AM	1:37AM
TUE.	2/18	11:35AM	2:38AM
WED.	2/19	12:21AM	3:37AM

Moon Phases

NEW	1st Qtr.	FULL	Last Qtr.
2/9	2/16	2/24	3/3

The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

	AM		PM	
	Minor	Major	Minor	Major
Thurs.	8:20	**2:10**	8:45	**2:30**
Fri.	9:05	**2:55**	9:30	**3:15**
Sat.	9:50	**3:40**	10:15	**4:00**
Sun.	10:35	**4:25**	11:05	**4:50**
Mon.	11:20	**5:10**	11:50	**5:35**
Tues.	—	**5:55**	12:05	**6:20**
Wed.	12:30	**6:40**	12:50	**7:10**
Thurs.	1:25	**7:30**	1:40	**8:00**

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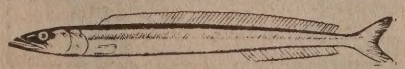

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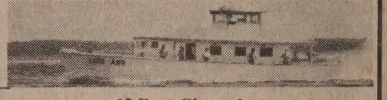

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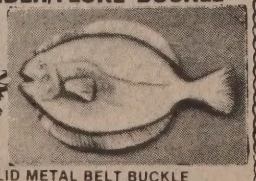

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South Shore REPORT
with Fred Golofaro

Some encouraging signs on the codfish front this weekend, but little else change in the south shore picture. Flounder fans still have another two or three weeks before any serious action can be expected.

GREAT SOUTH BAY/ FIRE ISLAND INLET

Joey Modica of **J & J Tackle** in **Patchogue** said that the scene remained quiet this past week. He did have second hand reports of a few flounder being taken in the Quogue Canal. Locally, just a few tommy cod and white perch action still lacking. The shop has frozen clams and nightcrawlers in stock. They expect to be stocking bloodworms within the next couple of weeks.

From **J & R Sports Center** in **Oakdale**, Al Colban reported that two anglers checked in 4 nice rainbows up to 16 inches taken on worms up in the

Sal Del Vecchio with school tuna caught last fall at Montauk aboard charter boat "Adios."

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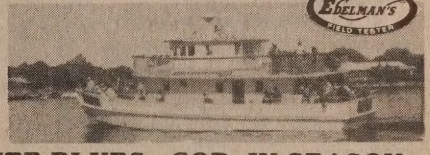

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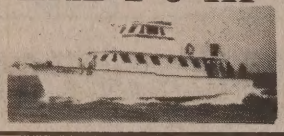

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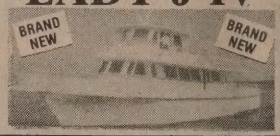

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Nissequogue on Sunday. On the Connetquot, lots of small trout with some nice fish mixed in continue to be taken in Bubbles and Rattles. Also good reports filed from Connetquot State Park over the weekend with several anglers reporting good catches. Al did see one nice catch of white perch made on Friday by two youngsters using spinner and worm combos near Dowling College.

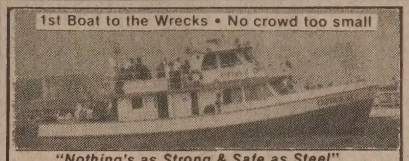
Capt. Gordon Roman of the open boat **Captree Queen II** provided the first encouraging news on the codfish front in some time. While he labelled the fishing generally slow overall, he was enthused by Sunday's results. Eighteen fares put away 35 cod along with 30 pollock and a few blackfish. Cod range from 5 to 20 pounds with most averaging 10 and 15. Fishing was done over a wreck.

From **Augie's Tackle Shop** in **Babylon**, Tom Healy had nothing to report in the way of flounder or white perch news. He knew that at least a couple of Bablylon Tuna Club members had plans to give the flounder a shot over the next week or so.

Frank Pristera of **Edelman's** in **Farmingdale** joined Rich Ferri aboard his 'Rum & Coke' on Sunday. They worked Heckscher Park, Snake Hill Channel, Bergen Point and the Amityville Cut in their search for a flounder dinner. Despite a "gorgeous day", their efforts drew a blank. Frank did note that they received a few nibbles at Amity Cut and that a clammer anchored nearby put away 3 flatties before they arrived.

Billy Beckmann, Jr. of Beckmann's Tackle (Lynbrook) fame, shows the 13½ lb. blue he beached on his first attempt at surf casting. Scene of the action was West End Two, Jones Beach.

POINT LOOKOUT



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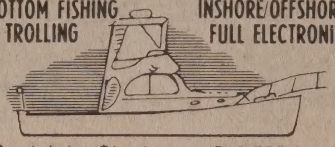
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West End REPORT
with Stu Miller

For the second week in a row, with the exception of blackfishing out of Sheepshead Bay, catches have been super picky on cod, ling and whiting.

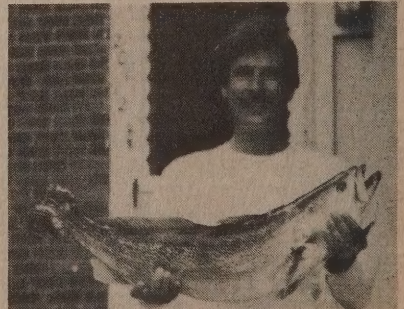
WEST END BAYS/ JONES INLET

The word from Captain Richie Kessinger of the open boat **Starstream II** out of Freeport says that fares caught a few fish each trip out. The boat has been working areas 80 to 120 feet in depth and they are working both wrecks and open bottom. Richie said fish are running six to twelve pounds with a fifteen pounder taking Sunday's pool.

Fishing out of Point Lookout, the **Captain Al** on Thursday had 12 cod for fifteen men, working a combination of wrecks and rocky areas at Cholera. These fish ran from six to 15 pounds. The boat did not get out Saturday and the skipper said Sunday's fishing was a very, very slow pick.

NEW YORK BIGHT

We hear from Wee Willie over at **Mike's Tackle Shop** in Sheepshead Bay of poor whiting and fair ling catches but excellent blackfish activity at 17 Fathoms. The wee one said the fish are all jumbos from five to nine pounds and in excellent quantities. Both clam and green crab are being found to the blackfish's likings. Mario Costa fishing aboard the Holiday this past week bagged a 9¾ pound black.



Pat McKeon of Bayside shows the trophy 16 lb. weak he boated last season near Jones Inlet. The huge tiderunner was weighed at Causeway Bait and Tackle in Wantagh.

STAR BRITE COMPOUND-X DOUBLES THE LIFE OF ANTI-FOULING PAINTS

Dr. Ralph Grams, who heads up the Star Brite Marine Research Laboratory at the University of Florida, has developed a revolutionary new additive which doubles the life of most every type and grade of anti-fouling bottom paint. Sold under the name of Star Brite Compound-X, this new anti-fouling material is the result of seven years of research, testing and development.

The addition of 10 grams (about 1 tablespoon) of Star Brite Compound-X to a gallon of bottom paint forms a bacteriostatic coating on the hull which fortifies the paint and acts as an additional deterrent to that attachment of barnacles and related marine growth. As a bonus, the additive virtually eliminates growth of marine grass and slime.

Star Brite Compound-X has been awarded United States EPA registration No. 51946-1 after demonstrating that it is non-toxic, safe and easy to use. It does not affect the paint's adhesion, workability or appearance.

Ship owners can realize dramatic cost savings due to the reduced need to haul and repaint their vessels. When the ship is finally repainted, preparation time and effort are cut drastically since simple pressure washing is all that is usually required to get the bottom ready.

Star Brite Compound-X is currently being used by the Army Corps of Engineers and the Panama Canal and is also under evaluation for use by the U.S. Navy and Coast Guard.

Suggested list price for 10 grams of Star Brite Compound-X is $14.95 U.S. Substantial discounts are offered to volume purchasers. For further information contact: Jeff Tieger, Star Brite, 3650 Hacienda Blvd., Bldg. F, Ft. Lauderdale, FL 33314; (305) 587-6280.

APELCO INTRODUCES NEW COLOR VIDEO FISHFINDER

Fishing will never be the same now that Apelco has introduced the new XVC 8000 Color Video Fishfinder. It provides 8-color, high resolution, 6 inch TV-type dislays of bottom and midwater targets, and costs little more than most black and white chart recorders. Apelco's new color sounder clearly shows plankton clouds, schooling patterns, identifiable fish species and even shrimp rising from the bottom. The compact unit measures 5 by 8 by 11 inches and weighs less than 9 lbs. so it will fit on even the smallest boat.

A large, one-touch keyboard gives fingertip control of its microprocessor functions. Depth range is user selectable in 5-unit increments to a maximum of 990 feet, meters, or fathoms. Ten sweep speeds control horizontal picture advancement. Or "freeze" the picture for stop-action view. Optimum sounding at all depths is assured by automatic control of transmitter power, repetition and pulse rates.

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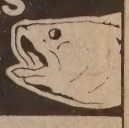

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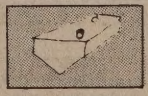

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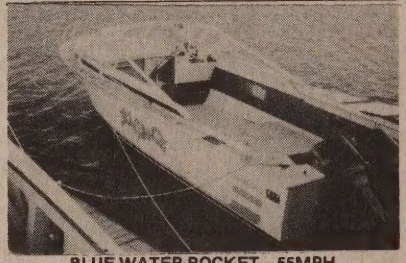

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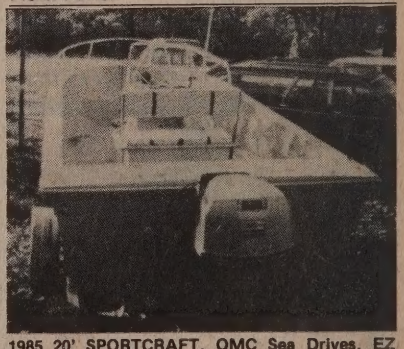

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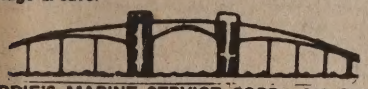

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GRADY WHITE 24 Offshore, Walkaround cuddy, launched 4/85. 200 Merc. & 25 Johnson O/Bs. Hull & motors under warranty. Full electronics pkg. & compl. canvas. Offshore rigged w/many options, plus 150 gal. fuel capacity. Less than 100 hrs. Priced to go. Call JR, 516-499-2288.

BLUE WATER FISHERMAN
23 SEA CRAFT 1977 Sceptre cuddy cabin, 1981 Mercury Black Max 225 hp. Well equip., excl. cond. One of the best ocean performers ever built. Ask anyone! Asking $15,900. 516-728-3797.

20' PRIVATEER
PORT OF EGYPT, Southold. 516-765-2445.

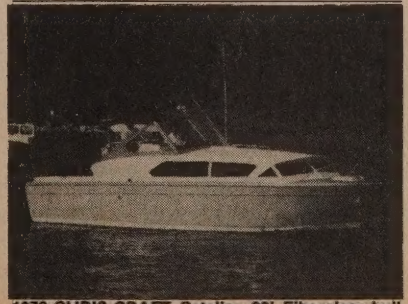
1979 25' BLACKFIN, twin Volvo diesels, w/tower. Full electronics. Mint! $39,000. 516-378-5072.

IT'S GOTTA GO! 1983 Aquasport 24' Express Fisherman, 1983 Mercury 200 hp O/B with TNT, 115 hrs. 1985 Mercury 9.8 hp on S/S bracket. Goode Windlass & pulpit, electronics & much more! $16,995. GOLDSMITH'S BOAT SHOP, 516-765-1600.

'84 RENKEN, 19' 7" 900 Fish, 1.6 OMC Sea Drive, 115 hp, oil injected, PT&T. Dual batt, King 1022 digital chart recorder. Horizon VHF, 26 gal. fuel, canvas top & extras. Wide open fishing boat. $7500. Eves: 201-991-7650.

1983 GRADY WHITE TOURNAMENT 24
Sea drive 2.6, hydraulic steering, SS prop & spare, 93 gal. gas tank, 50 gas tank/fuel filter. Tach, Dytek temp. Water pres. fuel & hr, T/T, auto. bilge pump, windshield wiper, USA Horizon & CB, Nelco Loran, Morrow recorder. Visa top canvas, 190 & 60 qt. insulated boxes. 90 & 45 insulated boxes. Cockpit lights & deck light, 12 rod holders. 2 large storage compartments, 4 drawer tackle locker, washdown pump. Out ? down riggers, gin pole, swim plat., aux. motor bracket. Teak pulpit & Good windlass. You checked the show price—now check this. It's all here. We want a bigger one! $23,000. 516-764-1257.

Evinrude 175 1985, new power head. Factory warranty. Extra long shaft, SS prop, new hood, gas tanks. $3500. Days: 718-768-8700. Eves: 718-768-8700.



1973 CHRIS CRAFT Catalina 28' Fiberglass hull w/classic wood topside, single 350. Large cabin & cockpit. 516-692-4352 Any Time.

EVINRUDE OUTBOARDS: We will meet or beat anyone's prices on '86 models right down to cost. Call us now. OMC props 20% off; Evinrude oil $27.99 case; 85 amp. marine battery $39.95. Teleflex cables 30% off. Parts, accessories. SEALAND, 516-842-1242.

1985 SEA RAY 25' 5" Amberjack 10' beam, 330 hp Merc. I/O. 40 hrs. Has it all + electronics. Cost $39,000 tax not incl. Save $7000 Firm. 718-366-7191. Home: 516-233-8676.

GROVER 26, 1980. Must sell. 120 hp Ford Lehman diesel, 500 hrs. Mieco Loran C, Si-Tex chart recorder, VHF. Pompanette quad base fish chair, insulated teak covered fish box. Stern tiller, teak main decks, portable head. Cabin heater, spare parts. Cruise pkg. Much more. 516-221-5148. 516-735-6169.

1984 PRIVATEER 20' C.C. 1985 Evinrude 90 hp, V-4 w/3-yr. factory warranty. Nelco Loran, chart recorder, 55 chan. VHF. Fbigass fish box, rod holders in & out custom covers. Boat purch. new in '85. Very low hrs. New cond. $8500. 718-934-2684.

1985 JOHNSON O/B engine. Mint cond. Still under warranty. $1050. Eves: 212-885-1609.

1984 PHOENIX 29', twin 260 Volvo, gas. Canyon ready. Electronics, fight chair. Numerous comfort, fishing options. $64,500. Call for details. 516-422-3109.

PRIVATEER
EDDIE'S MARINE SERVICE CORP., 718-327-3168.

MERCRUISER 165 Stern Drive. Compl. w/gimbal housing & P/T. 3-yrs. old. Excl. cond. $1200. W/Engine & manifold $1600. 516-587-1563.

1979 GRADY WHITE Sprint 17' 70 hp Evinrude. Trailer & full canvas. $3750. 718-225-4043.

1981 28 Bertram FB, TMD 40
1969 31 Bertram, Sportfish
1966 31 Bertram Bahia Mar
1976 31 Bertram FB. Great shape
1962 31 Bertram Express Cruiser
1971 42 Hatteras 1981 VT903 Fish equip.
SEA JAC, 516-728-4220/6627.

1976 18' Finest Kind center console 80 hp Mariner, 2 seasons old. Trailer, electronics. Bimini & encl. All mint. Must see. $5800. 226-6388.

'78 21' MAKO, 200 Evinrude, SS Prop, SS T-top, electronics box, VHF, Si-Tex recorder, outriggers, dual batt. Teak swim platform, 80 Shoreline w/ power winch. $13,500. 516-665-3459.

CRUSADERS Pair 320 hp 427s. Excl. running cond. New manifolds & risers, without gears. $1800. 516-669-3824/669-0789.

17' PROLINE center console, 70 hp Evinrude. Both 1983. Full gauges, spray hood, extra rod racks. Excl. cond. Don't waste your $ buying new. $5500. 718-376-4856. 212-732-3600.

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WHALER Outrage 21. Beautiful classic boat. Great offshore. Can Demo. Will trade for smaller Outrage or Montauk w/trailer. Let's talk. 516-698-4402.

1980 TIARA Pursuit 25 cuddy, 260 Mercruiser. Extra fuel. VHF, Loran, Sea Temp, outriggers. Many extras. Good cond. Asking $16,000. 516-826-8916.

12' SEARS Aluminum-$250. 16' Starcraft Aluminum w/40 hp Johnson. $650. 267-6289.

Continued On Next Page

WANTED: 1979, 80, 81 - 24.6 Aquasports Family Fish. In good cond. With/without motor. 516-546-8504.

18' STARCRAFT 1985 center console, Highlander trailer, 50 hp Evinrude. Live bait well. Very low hrs. Many extras. Must sell; moving. Asking $7300. 516-689-8297.

MAKO 23' center console, 225 FWC Merc I/B. In Freeport, LI. Must sell. $10,500 or B/O. 914-738-5223.

1982 27' PHOENIX. Rigged for giant tuna. Twin 470s Mercruisers. $43,000. Sundays Only: 201-861-2222.

CARVER 28' Sportfisherman. Twin I/Bs. Electronically loaded. Sleeps 6. $20,000 firm. Days: 212-563-0600. Eves: 914-237-9133.

LAKE ONTARIO Rigged, 1978, 21' Mako, 175 hp Johnson, EZ Loader trailer. 4 Big-Jon Elect downriggers, Si-Tex graph, Loran C, Polaris VHF, Pro-Combinator, EMS speed, temp. unit, troll plate. Dual batt, extra rod holders. Bimini top, spray hood. Clear connecting side, rear curtains. Excl. cond. $15,000. 914-692-2572.

FREE DIRECTORY of quality Used Boats for Sale by Owners. All sizes power & sail. Deal direct & save. No brokers; no commissions. Selling? For a flat fee of $60 we guarantee to advertise your boat until it is sold. You keep 100% of the sale price. AMERICAN BOAT LISTING, 516-379-6278; 201-458-6555; 203-323-1533. See us at Long Island Boat Show, Booth 74.

1981 22' G.W. 198 hp Mercruiser. Full canvas, automatic anchor. CB, Loran, recorders, VHF. And more. 360 hrs. I/O. Fine cond. $16,500. 516-324-6554.

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1986 17' Proline, '86 70 hp Yamaha-$9255.
1986 20' Proline, '86 115 hp Yamaha-$11,640.
1986 22' Offshore, '86 115 hp Yamaha-$11,500.
1985 24' Classic, '86 115 hp Yamaha-$11,500.
1982 20' Proline, '81 140 hp Evinrude-$6995.
PATCHOGUE MARINE, 516-475-4850.

BOATING EQUIP.

RAY JEFF 5300 Dual range flasher/recorder with transducer, SS transom bracket. 1 roll graph paper. Instructions, cover. Good cond. $90. 718-833-6286.

WANTED: Used fighting chair w/footboard. 516-931-7180; 668-3821; 931-7180.

Boat Davits-2. Galv. dipped, full manual rigging. Total lifting weight 1500 psi. New. $500. 516-795-4569.

COX Heavy Duty 4500 lb. capacity, all galv. Boat Trailer w/brakes. New April '85. Never been in water. Less than 100 miles on tires. After 7PM: 516-239-9112.

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1979 SHORELINE Tandem wheel trailer, 9000 lb. capacity for 24'-27'. Never in saltwater. 914-226-4586.

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LORAN Micrologic #3000. 100 way points, w/coupler antenna; instructions books. Easy to operate. $100 carrying case incl. Paid $1600; 2-yrs. old. Make reasonable offer. John Ricci, 212-421-3700.

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Remember, if it has anything to do with compasses at all, give me a call! Huge inventory of Ritchie compasses. Expert installation & adjustment. Authorized repair service. I also carry a complete line of binoculars, sextants, clocks, barometers. JENS JACOBS NAUTICAL SERVICE, 516-757-7169.

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ICE EYES—World's only portable hand-held Sonar. 1.5 lbs. To find fish, submerge nose in water or sound through clear ice. Reg. $169.95. Order direct & save $30. 139.95 or for brochure write B&I ELECTRONICS, 246 S. Main St., Albany, OR 97321; 503-928-5375.

DEADLY FLOUNDER RIGS
Tangle-free, tandem tied w/special stand-off knot. Used by sharpies. Sprout hooks for more hook-ups. 3/$3.75, incl. p/h. BILL SMITH, 158 Vermont Ave., Bay Shore, NY 11706.

CATCH MORE FISH—with superior designed saltwater rigs. Send for free catalog now! HUDSON TACKLE, Dept. I, P.O. Box 437, Kearny, NJ 07032.

4 FIN-NOR 4/0 — 2 Fin-Nor 6/0 reels. All are 2-speed. Best offer. Days: 718-338-4200. Eves: 718-642-3922.

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WALK-IN FREEZER. Inside dimensions 3' 6"X 5' 6" x 7' 6". GENE HOLLAND, 516-728-3344.

HELP WANTED: First mate, full time. Friendly, courteous persons only apply. Open Boat "Casey Lee," Bay Shore. 516-661-1867.

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I specialize in Boat Lettering, beautifully hand painted any style. Very reasonable. Guaranteed. Other artwork, signs avail. 516-661-3487.

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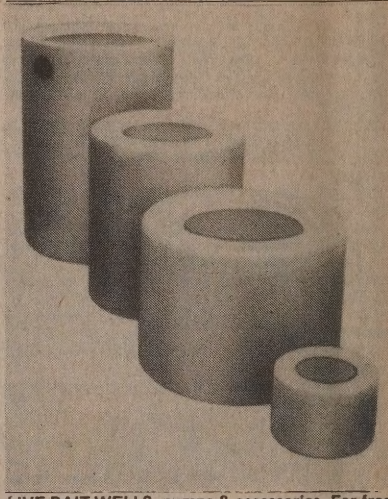

LIVE BAIT WELLS, pumps & accessories. For free brochure, send $.25 p/h. THE CADDY CO., 57 Bayonne Av, Dept. E, Central Islip, NY 11722; 516-234-0144.

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Brand new Contemporary Cedar Homes. Every amenity! Custom kitchens, glass Anderson doors to decking, bulkheaded dockage. Minutes to open bay. 2 & 3 BR houses & also Mother/daughter. Bldg. completed & ready for occupancy; from $239,000. Call JOYCE BAYER WATERFRONT SPECIALIST, Excl. agent. For Appt: 516-378-1175

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Ocean Queen Motel—rooms, efficiencies. Directly on beach, minutes to charter boats. $25 p.p./day Double Occupancy. Reserv. 800-874-8850.

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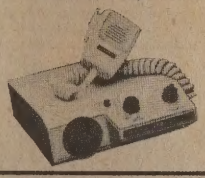
STANDARD "HORIZON LTD" VHF

Features: 24 VHF channels, Standard's lifetime service warranty, all solid-state construction, 25 watts of power off-shore use; 1 watt in harbor, current drain - 500 milamps standby; 1.5 low transmit; 4.5 high.

$189.95



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Several Styles Available. Starting at

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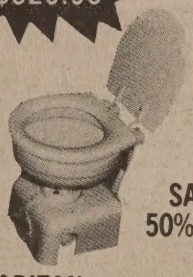

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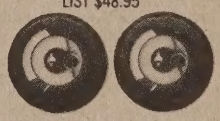

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120 qt. - 170 qt.

Below cost prices!

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Heavy Duty Teak Handrail	12.95
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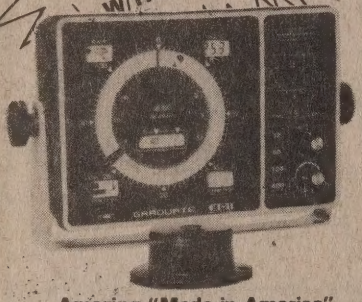

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List $399.95
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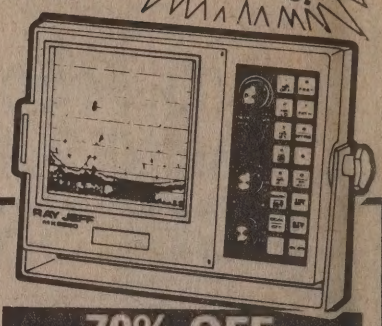

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FREE $3.00 TOP-SIDER VISOR W/PURCHASE

WOMEN'S TOP-SIDER SEA MATE SNEAKER

List $27.00 **for $12.88**

The Sperry Sea Mate for women feature the famous Top-Sider slip resistant sole with a grey colored canvas upper.

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Another amazing Shane's Marine value!

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List $70.00 **for $35.00**

Practically speaking, it's the finest boat shoe ever built. We have a good inventory of shoes. Sizes: 8½-10½. Limited quantities of other still available. Color: Pewter.

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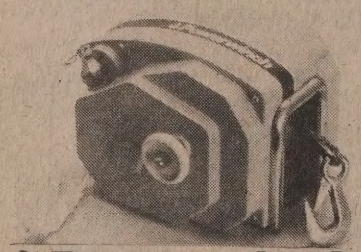

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6 GALLON GAS TANK

Seamless, one piece, high density polyethylene construction reduces the chance of breakage or leakage. It doesn't rust, corrode or dent like metal.

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